

# APPENDIX A

## DRAFT SECTION 4(F) EVALUATION

US ROUTE 460 DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT AND SECTION 4(F) EVALUATION

**ROUTE 460 LOCATION STUDY:  
DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT  
DRAFT SECTION 4(f) EVALUATION**



FHWA PROJECT NUMBER STP-000S (276)  
USACE PROJECT NUMBER NAO-2008-03470  
VDOT UPC 100432; PROJECT NUMBER 0460-969-101, P101

**September 2014**



**ROUTE 460 LOCATION STUDY  
PRINCE GEORGE, SUSSEX, SURRY, SOUTHAMPTON  
AND ISLE OF WIGHT COUNTIES AND THE CITY OF SUFFOLK  
DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT**

FHWA Federal Project Number: STP-000S (276)

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**DRAFT SECTION 4(f) EVALUATION**

PREPARED FOR:  
THE VIRGINIA DEPARTMENT OF TRANSPORTATION

**September 2014**

## TABLE OF CONTENTS

<b>1.0</b>	<b>INTRODUCTION .....</b>	<b>1</b>
<b>2.0</b>	<b>PROJECT DESCRIPTION .....</b>	<b>1</b>
2.1	BACKGROUND .....	3
2.2	SEIS ALTERNATIVES .....	3
2.2.1	No Build Alternative.....	3
2.2.2	Alternative 1.....	4
2.2.3	Alternative 2.....	4
2.2.4	Alternative 3.....	5
2.2.5	Alternative 4.....	5
2.2.6	Alternative 5.....	6
2.2.7	Inventory Corridors and Design Corridors .....	6
2.3	PURPOSE AND NEED.....	7
<b>3.0</b>	<b>SECTION 4(f) REGULATORY CONTEXT AND METHODOLOGY .....</b>	<b>8</b>
3.1	SECTION 4(f) PROPERTIES .....	13
3.1.1	Public Parks and Recreation Resources .....	20
3.1.2	Historic Properties.....	23
<b>4.0</b>	<b>IMPACTS ON SECTION 4(f) PROPERTY .....</b>	<b>40</b>
4.1	PROPOSED <i>DE-MINIMIS</i> IMPACTS .....	41
4.1.2	Historic Sites .....	43
4.2	SECTION 4(f) PROPERTY REQUIRING AVOIDANCE ALTERNATIVE EVALUATION	46
4.2.1	Disputanta Training School (VDHR No. 074-5077/NRHP Eligible).....	46
4.2.2	Miles B. Carpenter House: (VDHR No. 323-5019/NRHP Listed).....	46
4.2.3	Town of Waverly Historic District: (VDHR No. 323-5019/NRHP Listed).....	46
4.2.4	Town of Wakefield Historic District (VDHR No. 320-5078/NRHP Eligible).....	47
4.2.5	Drewry House (VDHR No. 091-0098/NRHP Eligible).....	47
4.2.6	Peter Holmes Farm: (VDHR No. 087-0001/NRHP Eligible).....	48
4.2.7	T.L. Bain Store (VDHR No. 243-5012/NRHP Eligible) .....	48
4.2.8	Helen Johnson Hobbs Store (VDHR No. 046-5101/NRHP Eligible).....	48
4.2.9	Alexander Ashburn House (VDHR No. 328-5004/NRHP Potentially Eligible) .....	48
4.2.10	Town of Windsor Historic District (VDHR No. 328-5010/ NRHP Eligible).....	48
4.2.11	Langford Farm (VDHR No. 133-0100/NRHP Eligible).....	49

4.2.12	Rountree Farm (VDHR No. 133-0101/NRHP Eligible) .....	49
<b>5.0</b>	<b>AVOIDANCE ANALYSIS .....</b>	<b>74</b>
5.1	COMPLETE AVOIDANCE LOCATION ALTERNATIVES .....	76
5.1.1	Minor Alignment Shifts .....	76
5.1.2	Other Alternatives from the SEIS .....	82
5.2	SUMMARY OF AVOIDANCE ANALYSIS .....	83
<b>6.0</b>	<b>COORDINATION.....</b>	<b>99</b>

### **LIST OF TABLES**

Table 2-1: No Build Projects within the Route 460 Study Area Jurisdictions.....	4
Table 3-1: Section 4(f) Properties Within the Study Area.....	10
Table 3-2: Summary of Public Parks and Recreation Resources within the Inventory Corridors .....	20
Table 3-3: Summary of Historic Properties within the Inventory Corridors .....	23
Table 4-1: Summary of Section 4(f) Resources Completely Avoided using the Design Corridor .....	41
Table 4-2: Summary of Proposed De Minimis Impacts.....	42
Table 4-3: Town of Waverly Historic District Potential Contributing Property Impacts.....	46
Table 4-4: Town of Wakefield Historic District Potential Contributing Property Impacts .....	47
Table 4-5: Town of Windsor Historic District Potential Contributing Property Impacts .....	49
Table 5-1: Summary of Section 4(f) Resource Impacts.....	74
Table 5-2: Summary of Section 4(f) Avoidance Alternatives .....	81

### **LIST OF FIGURES**

Figure 2-1: Build Alternatives within Study Area .....	2
Figure 3-1: Section 4(f) Resources within the Inventory Corridors .....	14
Figure 3-2: Section 4(f) Resources within the Design Corridors.....	15
Figure 4-1: House at 13526 Hines Rd. (VDHR 074-5249/NRHP Eligible) Section 4(f) Resource .....	50
Figure 4-2: Disputanta Training School (VDHR No. 074-5077/NRHP Eligible) Section 4(f) Resource ..	51
Figure 4-3: Miles B. Carpenter House (VDHR 323-5019/NRHP Listed) Section 4(f) Resource .....	52
Figure 4-4: Town of Waverly Historic District (VDHR 328-5019/NRHP Listed) Section 4(f) Resource .	53
Figure 4-5: House at 202 E. Main Street (VDHR No. 323-5031/NRHP Eligible) Section 4(f) Resource .	54
Figure 4-6: Woodland Farm (VDHR No. 091-5071/NRHP Eligible) Section 4(f) Resource .....	55

Figure 4-7: Old Wakefield High School (VDHR No. 320-0002/NRHP Eligible) Section 4(f) Resource..	56
Figure 4-8: Town of Wakefield Historic District (VDHR 320-5078/NRHP Eligible) Section 4(f) Resource .....	57
Figure 4-9: Town of Wakefield Community Hunt Club (VDHR No. 091-5058/Eligible) Section 4(f) Resource.....	58
Figure 4-10: Drewry House (VDHR 091-0098/NRHP Eligible) Section 4(f) Resource .....	59
Figure 4-11: Green Level/Alice Pretlow House (VDHR No. 087-0073/NRHP Eligible) Section 4(f) Resource.....	60
Figure 4-12: Peter Holmes Farm (VDHR 087-0001/NRHP Eligible) Section 4(f) Resource .....	61
Figure 4-13: T.L. Bain Store (VDHR No. 243-5012/NRHP Eligible) Section 4(f) Resource.....	62
Figure 4-14: Pulley Farm (VDHR No. 087-5477/NRHP Eligible) Section 4(f) Resource.....	63
Figure 4-15: Helen Johnson Hobbs Store (VDHR 046-5101/NRHP Eligible) Section 4(f) Resource .....	64
Figure 4-16: Alexander Ashburn House (VDHR 328-5004/NRHP Potentially Eligible) Section 4(f)Resource.....	65
Figure 4-17: Town of Windsor Historic District (VDHR 328-5010/NRHP Eligible) Section 4(f) Resource .....	66
Figure 4-18: Centennial Park Section 4(f) Resource .....	67
Figure 4-19: Windsor High School Section 4(f) Resource .....	68
Figure 4-20: Henry Saunders House (VDHR No. 046-0006/NRHP Listed) Section 4(f) Resource .....	69
Figure 4-21: Langford Farm (VDHR 133-0100/NRHP Eligible) Section 4(f) Resource .....	70
Figure 4-22: Rountree Farm (VDHR 133-0101/NRHP Eligible) Section 4(f) Resource .....	71
Figure 4-23: Pruden Farm Section 4(f) Resource .....	72
Figure 4-24: King’s Fork Athletic Complex Section 4(f) Resource .....	73
Figure 5-1: Rendering of Avoidance Design for Alternative 1- Grade Separated Railway Crossing .....	80
Figure 5-2: House at 13526 Hines Rd./Disputanta Training School - Avoidance Alternative .....	85
Figure 5-3: Town of Waverly Historic House District/House at 202 E. Main St./Miles B. Carpenter House – Avoidance Alternative .....	86
Figure 5-4: Miles B. Carpenter House – Avoidance Alternative.....	87
Figure 5-5: Woodland Farm – Avoidance Alternative .....	88
Figure 5-6: Town of Wakefield Historic District/Old Wakefield High School/Drewry House – Avoidance Alternative.....	89
Figure 5-7: Drewry House – Avoidance Alternative .....	90
Figure 5-8: Wakefield Community Hunt Club – Avoidance Alternative .....	91
Figure 5-9: Peter Holmes Farm / Green Level – Avoidance Alternative.....	92
Figure 5-10: T.L. Bain Store – Avoidance Alternative.....	93

Figure 5-11: Pulley Farm/Cedar Lawn Farm – Avoidance Alternative.....	94
Figure 5-12: Helen Johnson Hobbs House/Store – Avoidance Alternative.....	95
Figure 5-13: Town of Windsor Historic District/Alexander Ashburn House/Centennial Park/Windsor High School/Henry Saunders House - Avoidance Alternative .....	96
Figure 5-14: Henry Saunders House - Avoidance Alternative .....	97
Figure 5-15: King’s Fork Athletic Complex / Pruden Farm / Rountree Farm / Langford Farm - Avoidance Alternative.....	98

## 1.0 INTRODUCTION

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) and the United States Army Corps of Engineers (USACE) as joint lead federal agencies, is evaluating options for highway transportation improvements along the existing U.S. Route 460 (Route 460) corridor between Interstate 295 (I-295) in Prince George County and Holland Road (Route 58) in the City of Suffolk, Virginia. The project is intended to address identified transportation issues within the approximately 750-square mile study area encompassing portions of Prince George, Sussex, Surry, Southampton and Isle of Wight Counties, as well as the City of Suffolk. Transportation needs that have been identified in this study area include existing roadway deficiencies, safety, mobility, and evacuation needs, as well as sufficiently accommodating anticipated future freight traffic.

Pursuant to the National Environmental Policy Act (NEPA) of 1969, FHWA and the USACE are jointly preparing a Supplemental Environmental Impact Statement (SEIS) because of new information indicating significant environmental impacts not previously considered. Prepared in accordance with the implementing regulations of NEPA at 23 CFR §771.130 and 40 CFR §1502.9(c), the SEIS is intended to aid in ensuring sound decision-making moving forward by providing a comparative understanding of the potential effects of the various options for the project.

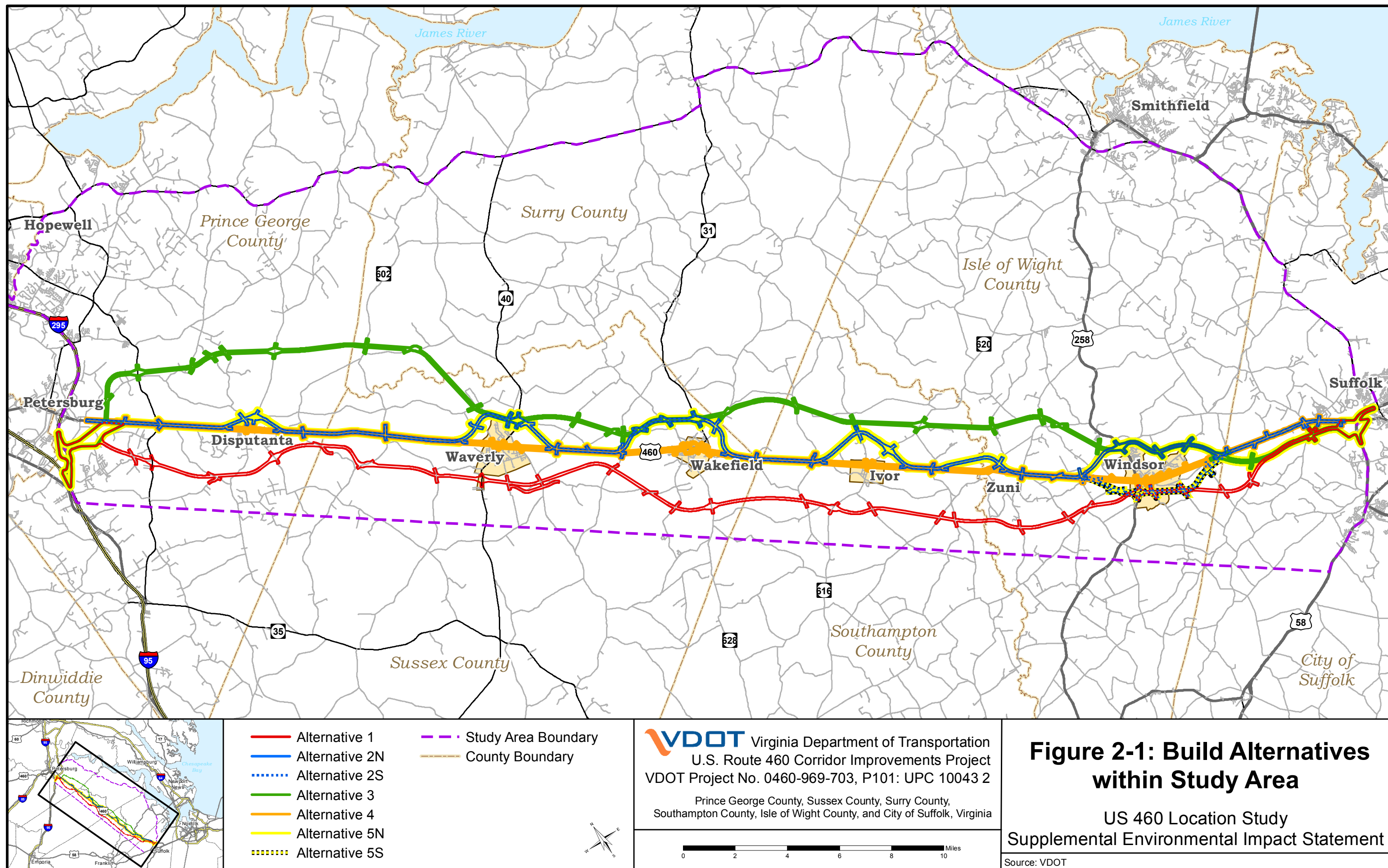
As part of the project planning process and in support of the SEIS analysis that is being prepared, this *Draft Section 4(f) Evaluation* has been developed to:

1. Identify Section 4(f) properties within the study area;
2. Describe, identify, and assess potential uses of Section 4(f) properties within the proposed Inventory and Design Corridor for each alternative;
3. Determine if a de minimis impact applies; and
4. Develop avoidance alternatives to the use of Section 4(f) properties where the impact is not de minimis.

## 2.0 PROJECT DESCRIPTION

Improvements to the transportation link along the Route 460 corridor connecting I-295 at the Petersburg and Prince George County jurisdictional boundary (west) to Route 58 in the City of Suffolk (east) are being studied. The study area extends approximately 55 miles and is generally bounded by Route 10 to the north, the City of Hopewell and I-295 to the west, and Route 58 to the east. The southern boundary parallels and lies three miles south of the Norfolk Southern rail line. The study area and Build Alternatives being evaluated, described in the sections that follow, are illustrated in **Figure 2-1**.





## 2.1 BACKGROUND

In May 2005, FHWA published a Draft Environmental Impact Statement (DEIS) that evaluated five alternatives, including three candidate build alternatives (CBAs), within the study area. A Final EIS (FEIS) was then prepared that analyzed the environmental consequences of CBA 1 and was approved by FHWA in June 2008. In September 2008, FHWA issued a Record of Decision (ROD) and identified the selected alternative described in the FEIS as Modified CBA 1, due to a shift in Isle of Wight. In November 2012, FHWA completed a NEPA Re-evaluation of the FEIS with consideration given to funding the project through the implementation of tolls. In 2013, FHWA and USACE determined that the preparation of a Supplemental EIS (SEIS) would be necessary in order to analyze new information bearing on the environmental impacts, including the aquatic resource impacts.

## 2.2 SEIS ALTERNATIVES

Within the project study area, five Build Alternatives have been developed for the SEIS and carried forward for this analysis. These alternatives have been developed as potential solutions to address the identified transportation needs. For each of the Build Alternatives, an Inventory and Design Corridor have been established for the purposes of understanding the potential affected environment in which each alternative would be implemented, as well as determining a more realistic estimate of the potential impacts to the resources inventoried. The No Build Alternative has been included to serve as a baseline for comparison. The sections that follow describe the alternatives under consideration for the Route 460 Location Study. Additional details regarding these alternatives and their development are provided in **Chapter 2.0** of the SEIS as well as the associated *Alternatives Technical Report*.

### 2.2.1 No Build Alternative

The No Build Alternative has been included to serve as a baseline for comparison of future conditions and impacts. The No Build Alternative would include all planned and programmed transportation improvements in the study area that have been approved and adopted for implementation by 2040, as identified in the VDOT Six Year Improvement Program (SYIP) and the Long Range Transportation Plan (LRTP) developed by the respective Metropolitan Planning Organizations (MPOs). The roadway and transit projects listed in the SYIP and LRTP within the project study area are shown in **Table 2-1**.



**Table 2-1: No Build Projects within the Route 460 Study Area Jurisdictions**

Locality	VDOT UPC / MPO ID	Description
Prince George	100499	Construction of added left turn lane on westbound Route 460 at Enterprise Drive (Route 657).
	82849	Construction of added left turn lanes on northbound Bull Hill Road (Route 360) onto Route 460 in Prince George County.
	PG-08	Construction of right turn lanes on Courthouse Road (Route 106) at its intersection with Prince George Drive (Route 616).
Surry	85947	Bridge rehabilitation of Loafers Oak Road (Route 630) over Cypress Swamp from approximately two miles north of New Design Road (Route 616) and one mile south of Hollybush Road (Route 618).
Sussex	N/A	No projects listed.
Southampton	N/A	No projects listed.
Isle of Wight	N/A	No projects listed.
Suffolk	104333	Improvements to drainage and stormwater management facilities along Pruden Boulevard (Route 460).
	102994	Intelligent transportation system (ITS) improvements to 11.6 miles of the Suffolk Bypass (Route 58) from the City of Chesapeake to Holland Road.
	100937	Reconstruction with added capacity on Route 58/Holland Road between the Route 58/13/32 bypass to just west of Manning Bridge Road.
	102998	Suffolk Bypass Off-Ramp intersection improvements at Godwin Boulevard. Construct second exclusive right-turn lane and traffic signal improvements.

Source: Hampton Roads 2034 Long Range Transportation Plan; Tri-Cities MPO 2035 Long Range Transportation Plan; Virginia Department of Transportation FY 2015 Final SYIP

Under the No Build Alternative, no additional transportation infrastructure improvements, beyond those listed above, are assumed to be in place by 2040.

### 2.2.2 Alternative 1

The preferred alternative identified in the 2008 ROD, Modified CBA-1, is being evaluated in this SEIS as Alternative 1. This alternative originates at I-295 in Prince George County, immediately north of its convergence with I-95, and continues on the south side of existing Route 460 until reaching the Route 58 Bypass, just south of the existing interchange with Route 460, in Suffolk. This limited access rural principal arterial would consist of four lanes divided by a depressed median and is anticipated to be contained within a 260-foot Design Corridor width, safely accommodating design speeds of 75 miles per hour. Alternative 1 is being evaluated as a tolled facility with access provided via nine interchange points along the alignment at: I-295 (western terminus), Prince George Drive (Route 156), Arwood Road/Hines Road (Route 625), Cabin Point Road (Route 602), Main Street/Sussex Drive (Route 40), Courtland Road (Route 628), Ivor Road (Route 616), Walters Highway/Courthouse Highway (Route 258) and Route 58 (eastern terminus).

### 2.2.3 Alternative 2

Alternative 2 would primarily follow the alignment of existing Route 460 between the six communities located along the roadway, but would incorporate northern bypasses around Disputanta, Waverly, Town of Wakefield, Ivor, Zuni and Windsor. This roadway facility would be a four-lane rural principal arterial with managed access along the existing Route 460 alignment and limited access along the six bypasses

around each town. The portion of Alternative 2 between the towns is assumed to require complete roadway reconstruction.

During the analysis of the bypass north of the Town of Windsor, consideration was given to changes in the existing and future land use since the publication of the 2008 FEIS. It was determined that an adjustment to the northern bypass around Windsor at its interchange with Route 258 was necessary to avoid impacts to a school, affordable housing units, and a nursing home. In addition, since the growth in the Windsor has continued to be concentrated to the north, a southern bypass was included in this SEIS to minimize impacts to these planned land uses. As a result, Alternative 2 is termed in this SEIS as Alternative 2N and 2S, to distinguish between the alignments of the bypass of Windsor to the north and south.

All of the bypasses would be designed for speeds of 75 miles per hour with depressed medians inside a 260-foot Design Corridor width. Between each bypass, Alternative 2 would consist of a 200-foot Design Corridor width, to accommodate for a depressed median and 60 mile per hour design speeds. Alternative 2 would tie into the existing Route 460 typical sections and terminate in the west approximately 3,100 feet east of the I-295/Route 460 interchange and terminate in the east approximately 2,100 feet west of the Route 58/Route 460 interchange. The bypasses associated with Alternative 2 are being evaluated as a tolled facility (Alternative 2A) and an untolled facility (Alternative 2B) with access provided via five interchange points along the alignment at: Arwood Road/Hines Road (Route 625), Main Street/Sussex Drive (Route 40), Birch Island Road (Route 31), Broadwater Road (Route 620), and Walters Highway/Courthouse Highway (Route 258).

#### **2.2.4 Alternative 3**

Alternative 3 closely resembles CBA 3 from the 2005 DEIS. This alternative would be a limited access facility originating at I-295 in a configuration similar to that of Alternative 1. The alignment would cross over Route 460 and continue on the north side of Route 460 until approximately one mile west of King's Fork Road (Route 634) where it would cross back to the south side of Route 460 near the border of Suffolk and Isle of Wight County and connect to the Route 58 Bypass, just south of the existing interchange with Route 460 in Suffolk. Alternative 3 would be a divided four-lane facility with a depressed median and design speeds of 75 miles per hour. Consistent with the new location alignment of Alternative 1, Alternative 3 is anticipated to be accommodated by a Design Corridor width of 260 feet. Alternative 3 is being evaluated as a tolled facility, with access provided at nine interchange points along the alignment at: I-295 (western terminus), Prince George Drive (Route 156), Arwood Road/Hines Road (Route 625), Main Street/Sussex Drive (Route 40), Birch Island Road (Route 31), Broadwater Road (Route 620), Walters Highway/Courthouse Highway (Route 258), Route 460 (Windsor Boulevard/Pruden Boulevard) and Route 58 (eastern terminus).

#### **2.2.5 Alternative 4**

Alternative 4 would improve the existing Route 460 alignment without bypasses and with signalized and unsignalized at-grade intersections and entrances. Within each community, this principal arterial would feature a divided four lane facility with a raised or flushed median inside a 105-foot Design Corridor width, and design speeds of 40 miles per hour. Between each built up area, the roadway would transition into a rural principal arterial with a depressed median inside a 200-foot Design Corridor width like that of Alternative 2, intended to accommodate design speeds of 60 miles per hour. As with Alternative 2,

Alternative 4 would tie into the existing Route 460 typical sections and terminate in the west approximately 3,100 feet east of the I-295/Route 460 interchange and terminate in the east approximately 2,100 feet west of the Route 58/Route 460 interchange. The entirety of Alternative 4 is assumed to require complete roadway reconstruction.

There are no tolling options currently under consideration for Alternative 4

### **2.2.6 Alternative 5**

Alternative 5 would follow a nearly identical alignment to that of Alternative 2 along the existing Route 460 alignment between the six communities located along the roadway, with bypasses to the north of Disputanta, Waverly, Town of Wakefield, Ivor, Zuni and Windsor. Similar to Alternative 2, a southern bypass around Windsor was also included for Alternative 5 to avoid impacts to existing and planned land uses. The alternatives are identified as Alternative 5N and 5S, to distinguish between the alignments which bypass the Town of Windsor to the north and south. These bypasses would be four-lane depressed median, rural principal arterials within a Design Corridor of 260 feet. The portion of Alternative 5 between the towns is assumed to require complete roadway reconstruction.

Unlike Alternative 2, Alternative 5 would feature four lanes on the existing Route 460 alignment between built up areas with barrier divided medians and adjacent two-lane bi-directional local access roads located to the north and south. This combined eight lane facility between the existing communities would be incorporated within a 280-foot Design Corridor for design speeds of 75 miles per hour on the main travel lanes and 40 miles per hour on the adjacent frontage roads. Alternative 5 would be a limited access roadway with tolling and would include eight interchanges at: I-295 (western terminus), Arwood Road/Hines Road (Route 625), Main Street/Sussex Drive (Route 40), Birch Island Road (Route 31), Broadwater Road (Route 620), Walters Highway/Courthouse Highway (Route 258), Route 460 (Windsor Boulevard/Pruden Boulevard) north bypass only and Route 58 (eastern terminus).

### **2.2.7 Inventory Corridors and Design Corridors**

A 500-foot wide Inventory Corridor was developed to identify resources within a reasonable proximity for each alternative. None of the alternatives would actually impact all the resources identified within the Inventory Corridors as they do not reflect the actual impacts of each of the alternatives in comparison to one another. As such, an SEIS Design Corridor, the likely “footprint”, was developed for each alternative.

The SEIS Design Corridor was established based on proposed typical sections developed for each alternative and represents the width of the proposed improvements associated with each typical section, including roadway width, proposed right-of-way, and construction limits. The Design Corridor encompasses a smaller portion of the area within the 500 feet wide Inventory Corridor. With this information, the Design Corridor for each alternative can be shifted to avoid or minimize impacts to resources with the full knowledge of the consequences of those shifts. In addition, both the SEIS Inventory and Design Corridors were expanded as necessary to account for design elements associated with each alternative that include interchanges, at-grade intersections, side road overpasses, interface geometry with bypasses, etc.

Within the SEIS technical reports, impact estimates are provided for both the Inventory Corridor and the Design Corridor. The greater width of the Inventory Corridor provides flexibility to further reduce or avoid impacts during final design. All FHWA approvals, such as the location decision or the Record of Decision, will be based on the Inventory Corridor; the Design Corridor has been used to calculate impacts for the comparison of each Alternative.

## **2.3 PURPOSE AND NEED**

The purpose of the improvements to the Route 460 corridor is to construct a facility that is consistent with the functional classification of the corridor and sufficiently addresses safety, mobility and evacuation needs and sufficiently accommodates freight traffic along the Route 460 corridor between Petersburg and Suffolk, Virginia.

The following needs have been identified for the project:

- Address roadway deficiencies: Route 460 was designed and constructed using geometric standards that are now outdated.
- Improve safety: Fatality rates for Route 460 are higher than other comparable rural roadways in Virginia.
- Accommodate increasing freight shipments: Truck percentages for Route 460 are higher than national averages for rural roads with similar functional classification, and forecast to grow due to expansions at the Port of Virginia.
- Reduce Travel Delay: Growing future traffic volumes will experience increased travel delays on Route 460 due to capacity limitations at traffic signals and the current design deficiencies.
- Provide adequate emergency evacuation capability: Route 460 is a designated hurricane evacuation route for Southside Hampton Roads communities, yet during recent events, the road was closed due to effects caused by these storms.
- Improve strategic military connectivity: Route 460 is a designated part of the Strategic Highway Network (STRAHNET) by the Department of Defense and Federal Highway Administration (FHWA).
- Meet local economic development plans: In addition to statewide and regional economic development needs, jurisdictions along the Route 460 study area have identified economic development priorities related to transportation improvements.

### 3.0 SECTION 4(f) REGULATORY CONTEXT AND METHODOLOGY

Section 4(f) protects publically owned parks, recreation areas, wildlife and/or waterfowl refuges, as well as significant historic sites, both publicly and privately owned, that are listed in the National Register of Historic Places (NRHP) or eligible for listing in the NRHP. This Draft Section 4(f) Evaluation has been prepared pursuant to the provision of Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 U.S.C. § 303(c)) and the FHWA implementing Section 4(f) regulations (23 CFR 774). Additional guidance was obtained from FHWA Technical Advisory T6640.8A (FHWA 1987b) and the revised FHWA Section 4(f) Policy Paper (FHWA 2012). FHWA cannot approve a transportation project that uses a Section 4(f) property, as defined in 23 CFR 774.17, unless it determines:

- There is no feasible and prudent avoidance alternative to the use of land from the property, and the action includes all possible planning to minimize harm to the property resulting from such use (23 CFR 774.3(a)); or
- The use of the Section 4(f) property, including any measures to minimize harm (such as avoidance, minimization, mitigation, or enhancement measures) committed to by the applicant, will have a de minimis impact on the property (23 CFR 774.3(b)).

Under Section 4(f), a use of a Section 4(f) property occurs (23 CFR 774.17):

1. When land is permanently incorporated into a transportation facility;
2. When there is a temporary occupancy of land that is adverse in terms of the statute's preservation purpose; or
3. When there is a constructive use.

This Draft Section 4(f) Evaluation identifies Section 4(f) properties within the study area as presented in **Table 3-1**. Using the Design Corridor described in **Section 2.2.7**, general information regarding Section 4(f) properties was obtained from review of existing and updated project documentation, field investigations, property records, correspondence with local representatives (occurring primarily between winter 2014 - spring 2014), consultation with the Virginia Department of Historic Resources (VDHR) and other consulting parties identified pursuant to Section 106 of the National Historic Preservation Act (NHPA). Additional information was gathered from local comprehensive plans and reports and secondary mapping sources (e.g., GIS data provided by localities, Google Map and Earth, and aerial photography).

In addition, as part of the updated analyses for Section 4(f) properties to support the overall SEIS effort that is presently underway, previous Route 460 studies were examined and evaluated for accuracy and reference. In the 2008 FEIS, which refers to the 2005 DEIS, no use of Section 4(f) properties was identified. However, the 2008 FEIS notes that the potential for an adverse effect for archaeological resources still remains. As such, FHWA, the SHPO, and VDOT executed a Programmatic Agreement which established a process outlining appropriate steps to identify, assess, and treat archeological sites determined eligible for the National Register of Historic Places (NRHP) once a more accurate footprint is established during design. This Draft Section 4(f) Evaluation is intended to provide supporting documentation for information presented in the current SEIS pertaining to Section 4(f) resources. The analysis that follows builds upon the previous studies and provides additional detailed analysis as well as updated findings.

Following the data collection described above, a determination whether and to what extent the Design Corridor would “use” each property was made. The type of Section 4(f) “use” was then determined according to the Section 4(f) “use” definitions below.

- **Permanent Use** (23 CFR 774.17), a permanent use occurs when land from a Section 4(f) property is permanently incorporated into a transportation project. This may occur as a result of partial or full acquisition of the Section 4(f) property, permanent easements, or temporary easements that exceed regulatory limits.
- **Temporary Use** (23 CFR 774.13(d)), a temporary use occurs when there is a temporary use of land that is “adverse in terms of the statute’s preservation purpose as determined by the criteria in 23 CFR 774.13(d).” If the criteria in 23 CFR 774.13(d) are met, the “temporary use exception” applies in which there is no “use” of the Section 4(f) property. If the criteria in 23 CFR 774.13(d) are not met, the use is evaluated as permanent.
- **Constructive Use** (23 CFR 774.15(a)), a constructive use occurs when a transportation project does not incorporate land from a Section 4(f) property, but the project’s proximity impacts are so severe that the protected activities, features or attributes that qualify a property for protection under Section 4(f) are substantially impaired.
- **De Minimis Use**, a determination of de minimis use (or minimal use) can be made only if the project will not adversely affect the features, attributes or activities that make the Section 4(f) property significant. The specific requirements for a de minimis use determination are different for historic sites and for public parklands, recreational areas, and wildlife and waterfowl refuges. Specifically, As defined in 23 CFR 774.5 and 774.17, a de minimis use determination is made for an historic site if FHWA makes a determination for a property of “No Adverse Effect” or “No Historic Properties Affected” through consultation under Section 106 of the National Historic Preservation Act (NHPA), and the State Historic Preservation Officer (SHPO) concurs with that determination. A de minimis use on a public parkland, recreational area, or wildlife and waterfowl refuge is defined as that which does not “adversely affect the features, attributes or activities qualifying the property for protection under Section 4(f).”

The Draft Section 4(f) Evaluation also provides notification of FHWA’s intent to consider de minimis impact findings for some Section 4(f) properties. Consideration of such de minimis findings would be based upon the Design Corridor impacts and coordination with relevant officials with jurisdiction. Final de minimis impact determinations would be made for the preferred alternative only (which currently has not been identified) following continued coordination with officials with jurisdiction. Pursuant to 23 CFR 774.5(b)(1)(2), all proposed Section 4(f) de minimis impact findings on historic properties, parks and recreation areas are presented for public review and comment with the SEIS.



Table 3-1: Section 4(f) Properties Within the Study Area

Resource Type	Name/Description
Historic Property	First Czechoslovakian Presbyterian Church
Historic Property	Merchant's Hope Church
Historic Property	Aberdeen
Historic Property	Martin's Brandon Church
Historic Property	Montpelier
Historic Property	Prince George County Courthouse Historic District
Historic Property	Church of the Sacred Heart (Sacred Heart Parish Church)
Historic Property	Estes School/Bond House
Historic Property	Prince George Country Club House (Chester Plantation)
Historic Property	Camp, temporary
Historic Property	Trash scatter; Camp, temporary
Historic Property	Cedar Ridge
Historic Property	Roger's Store (Gwaltney's Store)
Historic Property	Snow Hill (Booth House)
Historic Property	Miles B. Carpenter House (and Peanut Museum)
Historic Property	Arnold-Holdsworth House
Historic Property	Town of Waverly Historic District
Historic Property	Camp, temporary
Historic Property	Camp
Historic Property	Camp
Historic Property	Norfolk & Petersburg Railway
Historic Property	Glebe House of Southwark Parish
Historic Property	Enos House
Historic Property	Surry County Clerk's Office (Old Clerk's Office)
Historic Property	Surry County Courthouse Complex Historic District
Historic Property	Town of Surry Historic District
Historic Property	White Oak Stock Farm
Historic Property	Woodland Farm
Historic Property	Parker House
Historic Property	Old Wakefield High School (Wakefield Foundation)
Historic Property	Bell Farm (Bollingham)
Historic Property	Wakefield Community Hunt Club (Sportsman's Club)
Historic Property	Morris-Goodrich Farm
Historic Property	Bailey-Wilson Farm
Historic Property	Green Level (Alice Pretlow House)
Historic Property	Peter Holmes Farm (Bailey House)
Historic Property	Brittle House
Historic Property	Old Brick Church (Lawnes Creek Church/Lower Southwark Church ruins)
Historic Property	Chestnut Hill (Judkins House)
Historic Property	Oak Grove Dairy Farm

Resource Type	Name/Description
Historic Property	Richard Hunt Randolph House
Historic Property	Poplar Hill
Historic Property	Homestead (Maple Hill/Goodrich House)
Historic Property	Gray Carroll Plantation (Fanlight House)
Historic Property	Smithfield Historic District
Historic Property	Leonard Hearn House (Chestnut Grove)
Historic Property	Other
Historic Property	W.P. Jordan House
Historic Property	Jordan Home #1, Margaret Davis House, Charles Driver House
Historic Property	Tynes House (Butler House; Turner House; Reynolds House)
Historic Property	Nancy Tynes Long House
Historic Property	Four Square
Historic Property	Joseph Jordon House
Historic Property	Young House (Oak Level; James C. Jordan House)
Historic Property	Elmwood (Wilson House)
Historic Property	Benjamin Chapman Farm (Crocker Farm)
Historic Property	Isle of Wight County Courthouse Complex Historic District
Historic Property	Boykins Tavern
Historic Property	Oak Grove (Urquhart House)
Historic Property	T.L. Bain's Store
Historic Property	Pulley Farm/Cedar Lawn Farm, 10162 Doles Road
Historic Property	Lithic scatter; Farmstead; Farmstead
Historic Property	Helen Johnson Hobbs Store & Motel
Historic Property	Walters Hunt Club
Historic Property	Town of Windsor Historic District
Historic Property	Windsor Railroad Station
Historic Property	Roberts House (William Scott Farmstead)
Historic Property	Henry Saunders House (Nelms/Eley House)
Historic Property	Oliver House & Store (Brock House & Store)
Historic Property	Phillips Farm (Percy-Pitt House/Bickham/Brown Farm/Letlone)
Historic Property	Chuckatuck Mill (Crump's Mill)
Historic Property	Chuckatuck Historic District
Historic Property	Julius Caesar Darden House
Historic Property	Pruden Farm
Historic Property	Rountree Farm
Historic Property	Farmstead; Farmstead; Camp, temporary
Historic Property	Dwelling, single
Historic Property	First Nansemond Church site
Historic Property	March Farmhouse
Historic Property	E.A. MacCleary House
Historic Property	Drewry House
Historic Property	House 13526 Hines Rd.

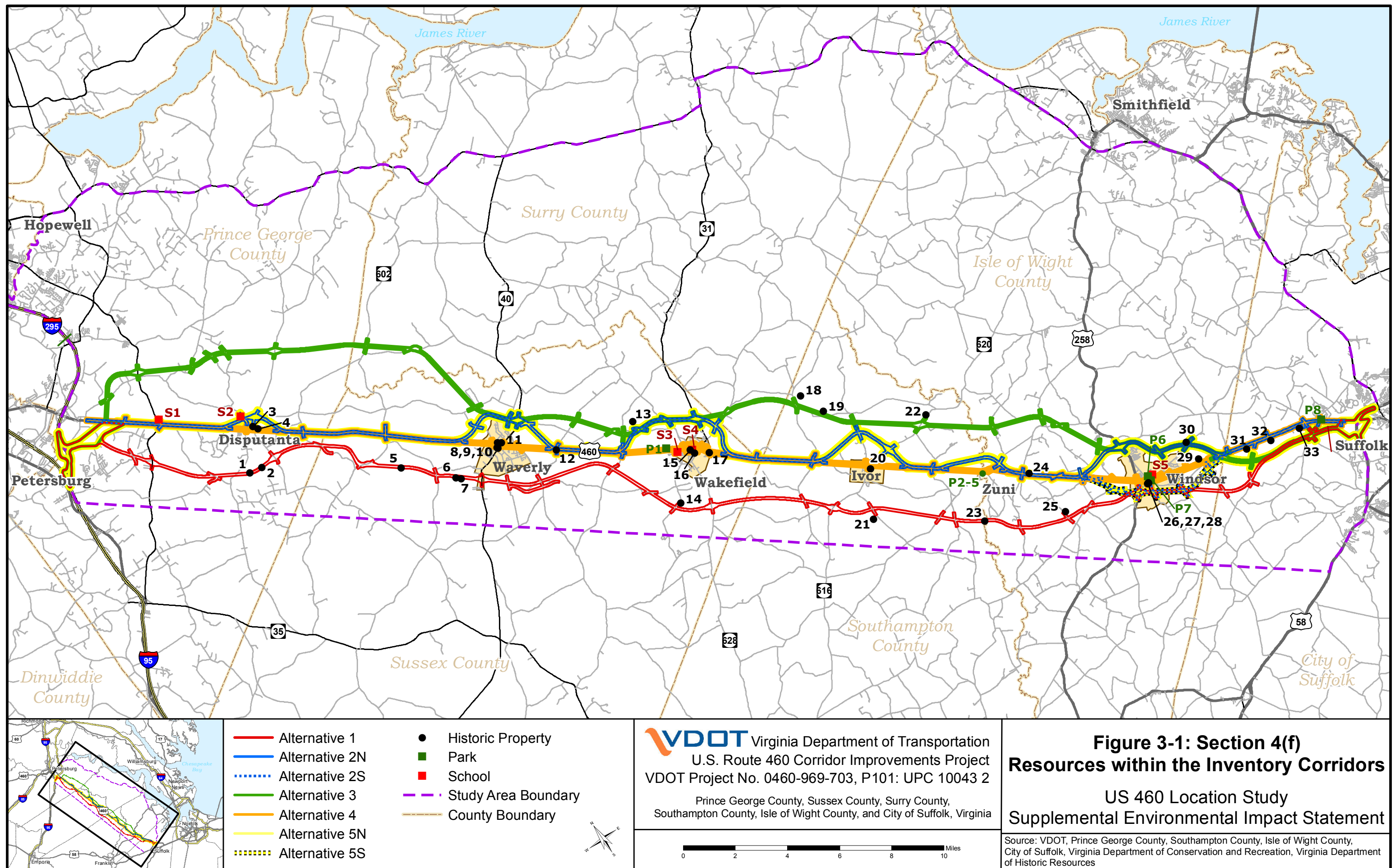


Resource Type	Name/Description
Historic Property	House 202 E Main St.
Historic Property	Town of Wakefield Historic District
Historic Property	Langford Farm
Historic Property	Pruden Farm (Old Boyce Place/Peels Farm)
Historic Property	Alexander Ashburn House
Historic Property	Disputanta Training School
Park	Stratford Woods Park
Park	Blackwater Sandhills State Natural Area Preserve
Park	Recovered Floodplain
Park	Recovered Floodplain
Park	Recovered Floodplain
Park	Recovered Floodplain
Park	Recovered Floodplain
Park	Recovered Floodplain
Park	Antioch Pines State Natural Area Preserve
Park	Blackwater Ecological Preserve State Natural Area Preserve
Park	Isle of Wight County Farm Local Park
Park	Branchester Lakes Park
Park	Heritage Park, Local Park
Park	Robinson Local Park
Park	Lake Butler Camp Local Park
Park	Burnt Mills Lake Local Park
Park	Crumps Mill Pond Local Park
Park	Jersey Local Park
Park	Ruritan Club Ball Field
Park	King's Fork Athletic Complex
Park	Municipal Recreation Facility
Park	Centennial Park
Park	Diamond Springs Park
Park	Wildwood Park
Park	Dendron Swamp State Natural Area Preserve
Park	Piney Grove TNC Preserve
Park	Big Woods Wildlife Management Area
Park	Big Woods State Forest
Park	Blackwater River TNC Preserve
School	North Elementary School
School	Luther P. Jackson Middle School
School	Surry County High School
School	Surry Elementary School
School	Ellen P. Chambliss Elementary School
School	Westside Elementary
School	Smithfield Middle

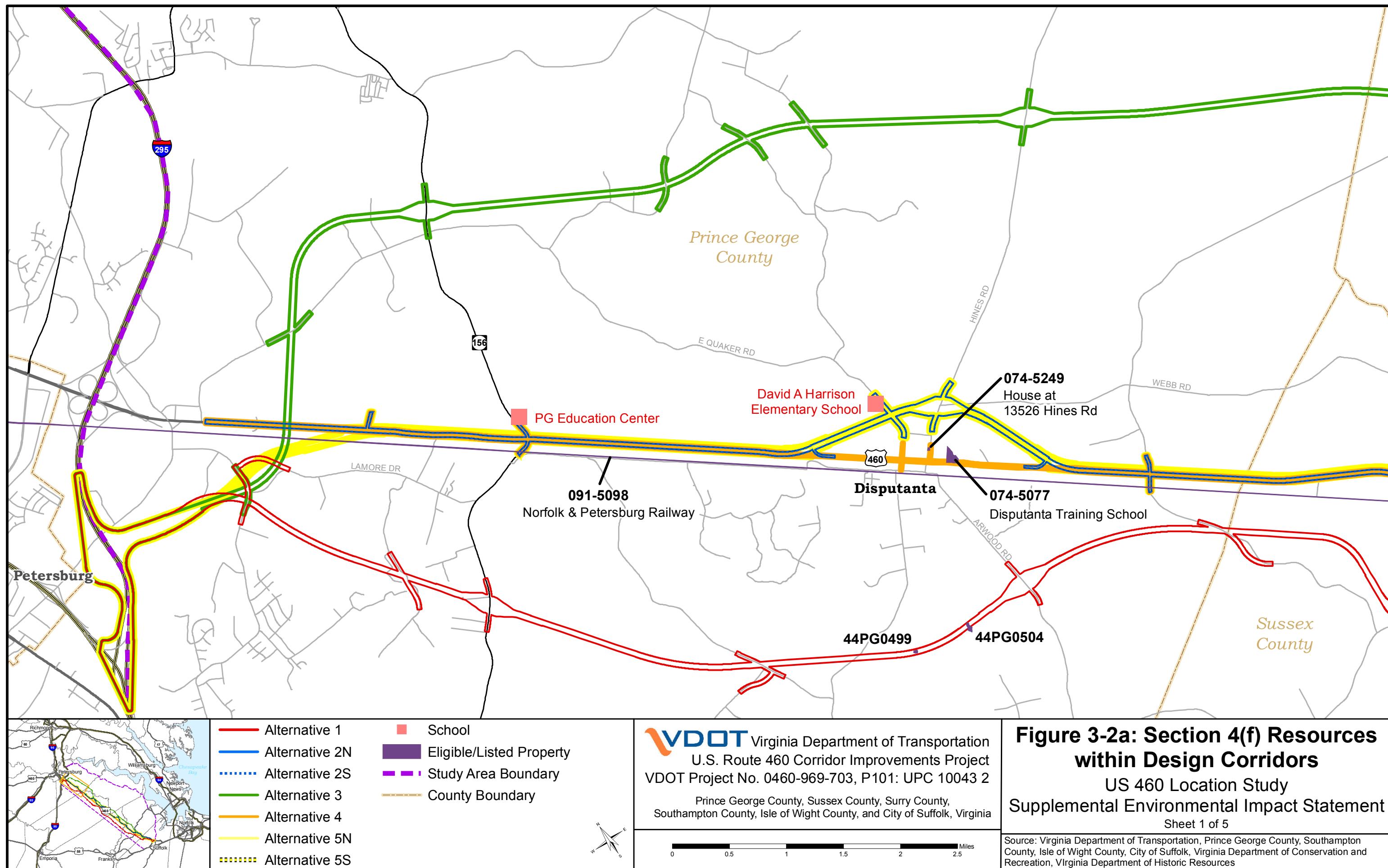
Resource Type	Name/Description
School	Smithfield High
School	Windsor Elementary
School	Windsor Middle
School	Windsor High
School	Old North Elementary
School	Oakland Elementary
School	Kings Fork Middle
School	Kings Fork High
School	Paul D. Camp
School	Lakeland High
School	Tidewater Academy
School	L. L. Beazley Elementary School
School	Prince George High School
School	N. B. Clements Jr. High School
School	PG Education Center
School	J. E. J. Moore Middle School
School	South Elementary School
School	David A. Harrison Elementary School

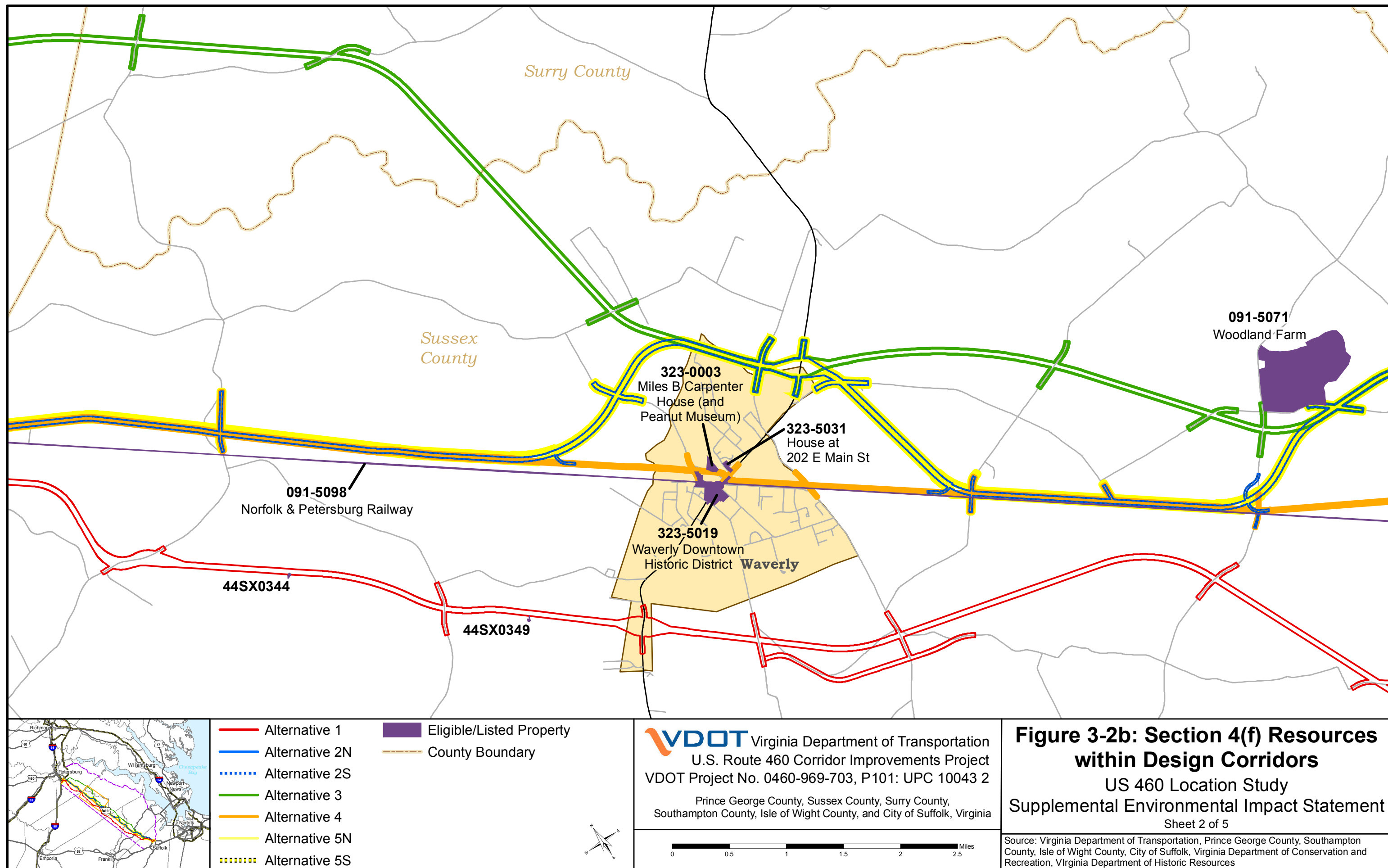
### 3.1 SECTION 4(f) PROPERTIES

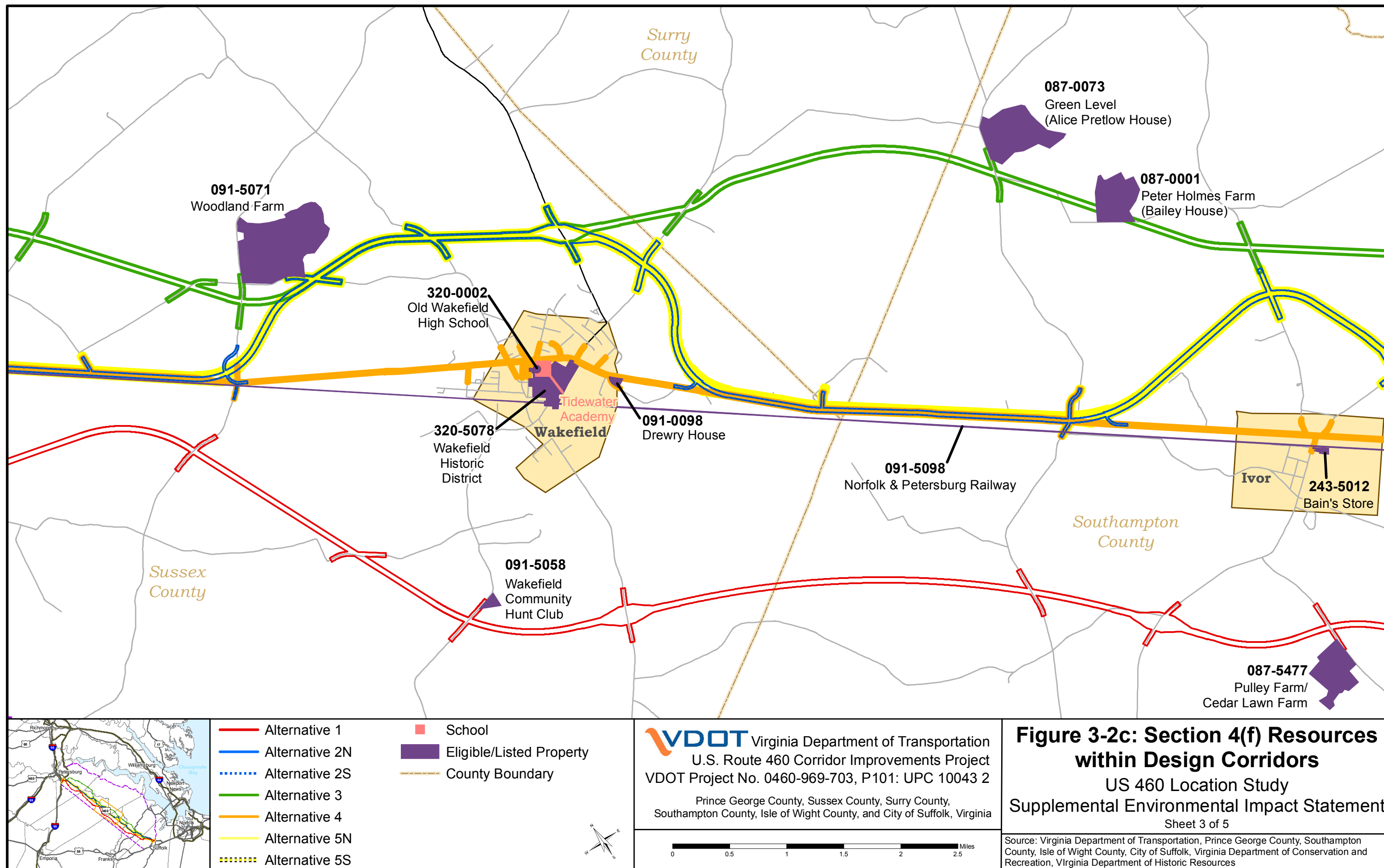
Overall, 47 Section 4(f) resources were identified to be located within the Inventory Corridors established for each alternative as defined in the Section above (see **Figure 3-1**). Using the Design Corridor developed based on the proposed typical sections for each alternative, a total of 25 Section 4(f) resources have the potential to be “used” by the alternatives included for detailed study in the SEIS. Specifically, the 4(f) resources include three public parks and recreation areas and 22 historic properties. **Figure 3-2** shows locations of the Section 4(f) resources located within the Inventory Corridor along with their relationship to the Design Corridors.



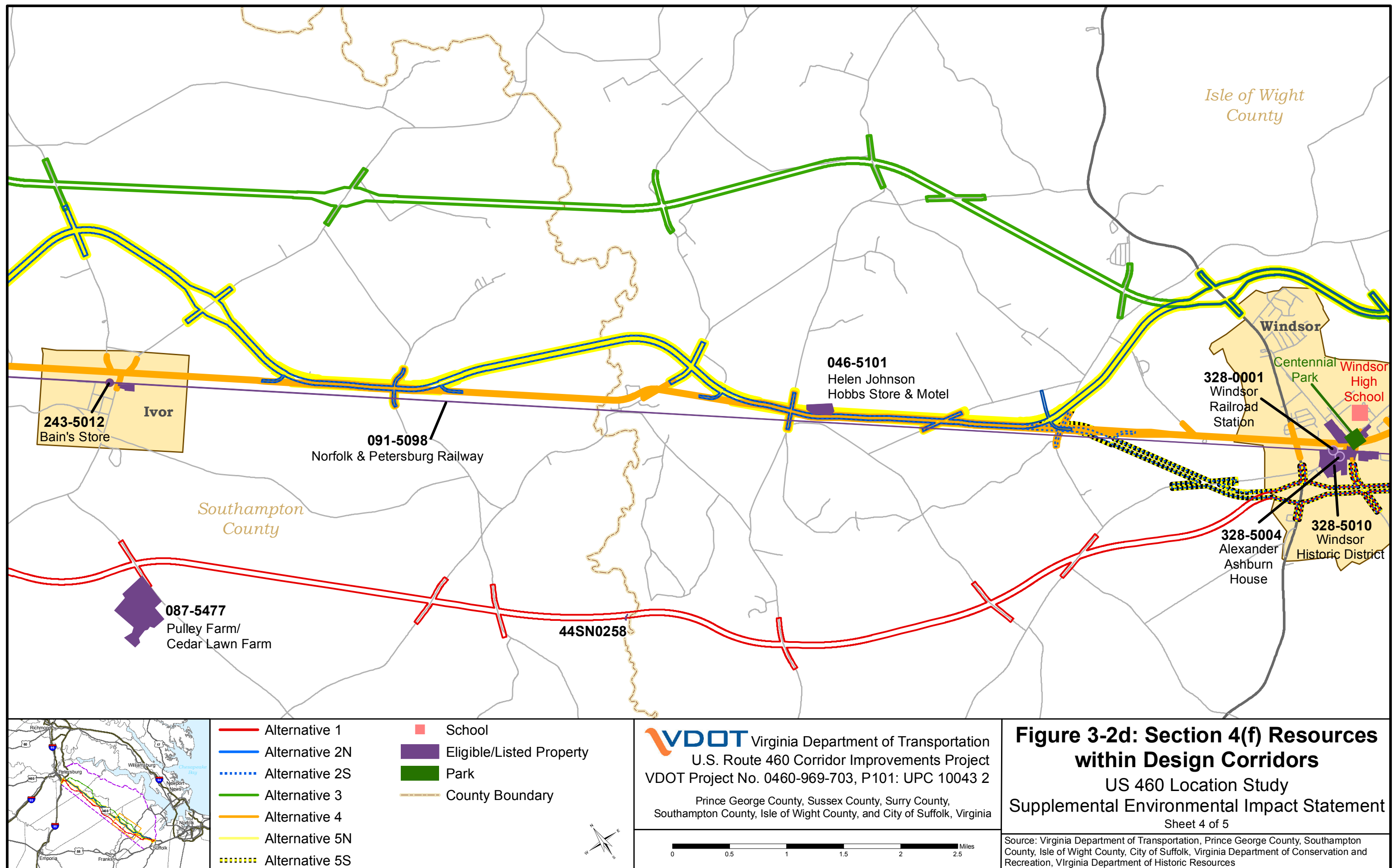
















### 3.1.1 Public Parks and Recreation Resources

**Table 3-2** lists the 14 public parks and recreation resources identified within the Inventory Corridors and specify which of these resources fall within the Design Corridor established for each alternative in determining potential impacts.

**Table 3-2: Summary of Public Parks and Recreation Resources within the Inventory Corridors**

Figure 3-1 ID	Resource Type	County	Name/Description
P1	Park	Sussex	Municipal Recreation Facility
P2	Park	Isle of Wight	Recovered Floodplain Park
P3	Park	Isle of Wight	Recovered Floodplain Park
P4	Park	Isle of Wight	Recovered Floodplain Park
P5	Park	Isle of Wight	Recovered Floodplain Park
P7	Park	Isle of Wight	Robinson Local Park
P8	Park	Isle of Wight	Centennial Park*
P9	Park	Suffolk	King's Fork Athletic Complex*
S1	School	Prince George	PG Education Center
S2	School	Prince George	David A. Harrison Elementary School
S3	School	Sussex	Ellen P Chambliss Elementary School
S4	School	Sussex	Tidewater Academy
S5	School	Isle of Wight	Windsor High School*

\*Denotes parks/recreational resources that may be used by the Design Corridor alternatives under consideration in this Draft SEIS and these resources are described in detail below.

#### 3.1.1.1 Centennial Park

##### **Relationship:**

**Figure 3-2e** shows the relationship of Centennial Park property to the alternatives under consideration in the SEIS. Centennial Park is comprised of approximately 0.56 acres.

##### **Ownership:**

The Centennial Park property is owned and maintained by the Town of Windsor.

##### **Activities:**

The Town of Windsor describes Centennial Park as a passive recreational park. The park contains a picnic table, several benches, and the Towns centennial monument.

##### **Access:**

Centennial Park is open from dawn until dusk. The park is accessed by vehicle via a driveway entrance from Route 603.

##### **Similarly Used Lands:**

As illustrated in **Figure 3-1** and listed in **Table 3-2**, similar properties are present in the study area that have comparable amenities, however none have been classified as a passive park. Robinson Park is located just over 500 feet north of Centennial Park and offers a playground, gazebo area, and benches.

**Clauses Affecting Ownership:**

There are no known clauses affecting ownership of the property with respect to transportation improvements.

**Unusual Characteristics:**

There are no unusual characteristics associated with the Centennial Park.

***3.1.1.2 Windsor High School (Recreational Facilities)***

**Relationship:**

**Figure 3-2e** shows the relationship of the Windsor High School property to the alternatives under consideration in the SEIS. The Windsor High School complex is comprised of approximately 54 acres.

**Ownership:**

The Windsor High School property is owned and operated by the Isle of Wight County Schools.

**Activities:**

Windsor High School has approximately 500 students from grades 9 through 12. The school provides multiple recreational facilities such as a track, baseball/softball fields, and tennis courts. These recreational facilities are located to the west of the school along Church and Duke Street and to the north, behind the school. There are also designated parking lots as well as forested land within the property boundaries.

**Access:**

Several of Windsor High School recreational facilities are open to the public from dawn to dusk (track, tennis courts) unless in use by school activities. However, baseball/softball fields are locked at all times. All of these facilities can be accessed by vehicle via a main driveway entrance from Church St. Additional access is provided via Duke St.

**Similarly Used Lands:**

As illustrated in **Figure 3-1** and listed in **Table 3-2**, similar properties are present in the study area that have comparable amenities, though the mix of amenities differs by facility. For example, Windsor Elementary School and Windsor Middle School both have similar recreational facilities available.

**Clauses Affecting Ownership:**

There are no known clauses affecting ownership of the property with respect to transportation improvements.

**Unusual Characteristics:**

There are no unusual characteristics associated with Windsor High School.

***3.1.1.3 Kings Fork Athletic Complex***

**Relationship:**

**Figure 3-2e** shows the relationship of the Kings Fork Athletic Complex property to the alternatives under consideration in the SEIS. Kings Fork Athletic Complex is comprised of approximately 9.76 acres.

**Ownership:**

The Kings Fork Athletic Complex property is owned by the City of Suffolk and maintained by the City of Suffolk's Park & Recreation Department.

**Activities:**

Kings Fork Athletic Complex is comprised of one baseball field and one softball field, a small wooded area, and open fields (used for soccer). Ball field permits must be obtained to reserve the facilities otherwise it is first come first serve. The facility is utilized by both organized recreational leagues (soccer, baseball, softball, and little league) and walk-on community recreational activities. Local organizations that currently use the Kings Fork Athletic Complex for team sports include the Suffolk Youth Athletic Association and Suffolk Christian Academy.

**Access:**

Kings Fork Athletic Complex is open from dawn until dusk. Permits can be obtained and provide priority for facility use. The park lies to the north of current Route 460 and is accessed by vehicle via Kings Fork Rd. and Robs Dr.

**Similarly Used Lands:**

As illustrated in **Figure 3-1** and listed in **Table 3-2**, similar properties are present in the study area that have comparable amenities as Kings Fork Athletic Complex. For example, the Suffolk Youth Athletic Association (SYAA), located just over a mile to the northeast of Kings Fork Athletic Complex offers multiple playing fields for baseball/softball, soccer, and field hockey for registered Suffolk youth. However, this facility is privately owned and charges user fees.

**Clauses Affecting Ownership:**

There are no known clauses affecting ownership of the property with respect to transportation improvements.

**Unusual Characteristics:**

There are no unusual characteristics associated with the Kings Fork Athletic Complex.

### 3.1.2 Historic Properties

**Table 3-3** lists the 34 historic properties identified within the Inventory Corridors and specify which of these resources fall within the Design Corridor established for each alternative in determining potential impacts.

**Table 3-3: Summary of Historic Properties within the Inventory Corridors**

Figure 3-1 ID	County	Name/Description
1	Prince George	Camp, temporary
2	Prince George	Trash scatter; Camp, temporary
3	Prince George	House 13526 Hines Rd.*
4	Prince George	Disputanta Training School*
5	Sussex	Camp, temporary
6	Sussex	Camp
7	Sussex	Camp
8	Sussex	Town of Waverly Historic District*
9	Sussex	Arnold-Holdsworth House
10	Sussex	Miles B. Carpenter House (and Peanut Museum)*
11	Sussex	House 202 E Main St.*
12	Sussex	Norfolk & Petersburg Railway*
13	Sussex	Woodland Farm*
14	Sussex	Wakefield Community Hunt Club (Sportsman's Club)*
15	Sussex	Old Wakefield High School (Wakefield Foundation)*
16	Sussex	Town of Wakefield Historic District*
17	Sussex	Drewry House*
18	Southampton	Green Level (Alice Pretlow House)*
19	Southampton	Peter Holmes Farm (Bailey House)*
20	Southampton	T.L. Bain's Store*
21	Southampton	Pulley Farm/Cedar Lawn Farm*
22	Southampton	Oak Grove (Urquhart House)
23	Southampton	Lithic scatter; Farmstead; Farmstead
25	Isle of Wight	Helen Johnson Hobbs Store & Motel*
26	Isle of Wight	Walters Hunt Club
27	Isle of Wight	Alexander Ashburn House*
28	Isle of Wight	Town of Windsor Historic District*
29	Isle of Wight	Windsor Railroad Station
30	Isle of Wight	Henry Saunders House*
31	Isle of Wight	Roberts House (William Scott Farmstead)
32	Suffolk	Langford Farm*
33	Suffolk	Rountree Farm*
34	Suffolk	Pruden Farm (Old Boyce Place/Peels Farm)*

*\*Denotes Historic resources that may be used by the Design Corridor alternatives under consideration in this Draft SEIS and these resources are described in detail below.*

### **3.1.2.1 Norfolk & Petersburg Railway (VDHR No:091-5098/NRHP Eligible)**

#### **Relationship:**

**Figure 3-2a-e** shows the relationship of the Norfolk & Petersburg Railway property to the alternatives under consideration in the SEIS. The Norfolk & Petersburg Railway runs the length of the study corridor parallel to current Route 460.

#### **Ownership:**

Norfolk & Petersburg Railway is privately owned and operated.

#### **Activities:**

Norfolk & Petersburg Railway is important for its contributions to the development of Southside Virginia during the late nineteenth and early twentieth centuries and its association with William Mahone (Railroad's first chief engineer and later president). Additionally, although much of the rail line has undergone many alterations, the original circa 1858 corridor still remains and was considered an engineering marvel at the time of its construction as the longest stretch of straight track in the United States. Throughout its history, the railroad has served as a principle transportation link between south-central and southeastern Virginia. The rail line passes through a number of small towns that developed around the railroad stations such as Windsor, Zuni, Ivor, Town of Wakefield, Waverly, and Disputanta.

#### **Access:**

Norfolk & Petersburg Railway is accessed by vehicle via multiple stops along the railway line and is crossed at a number of points within the study corridor by secondary roads.

#### **Similarly Used Lands:**

As illustrated in **Figure 3-1** and listed in **Table 3-3** there are no other railway facilities that offer the same amenities as Norfolk & Petersburg Railway. Route 460 runs parallel to Norfolk & Petersburg Railway throughout the study corridor and serves as an alternative method of transportation.

#### **Clauses Affecting Ownership:**

There are no known clauses affecting ownership of the property with respect to transportation improvements.

#### **Unusual Characteristics:**

There are no unusual characteristics associated with the Norfolk & Petersburg Railway.

### **3.1.2.2 House at 13526 Hines Rd: (VDHR No. 074-5249/NRHP Eligible)**

#### **Relationship:**

**Figure 3-2a** shows the relationship of the House at 13526 Hines Rd in Disputanta to the alternatives under consideration in the SEIS. The House at 13526 Hines Rd is comprised of approximately 0.34 acres.

#### **Ownership:**

The House 13526 Hines Rd is privately owned and operated.

**Activities:**

The House at 13526 Hines Rd, constructed around 1910, is an example of a two-story Queen Anne – style dwelling with relatively high architectural integrity. Constructed by a former tax assessor, there is no apparent association with any event or persons of local, state, or national history.

**Access:**

The House at 13526 Hines Rd is accessed by vehicle via a driveway entrance at Hines Rd.

**Similarly Used Lands:**

As illustrated in **Figure 3-1** and listed in **Table 3-3** there are other properties in the study area which provide similar historical domestic context as the House at 202 East Main St., properties such as the Arnold-Holdsworth House.

**Clauses Affecting Ownership:**

There are no known clauses affecting ownership of the property with respect to transportation improvements.

**Unusual Characteristics:**

There are no known unusual characteristics associated with the House at 13526 Hines Road.

***3.1.2.3 Disputanta Training School (VDHR No. 074-5077/NRHP Eligible)***

**Relationship:**

**Figure 3-2a** shows the relationship of the Disputanta Training School property to the alternatives under consideration in the SEIS. The Disputanta Training School is comprised of approximately 0.40 acres.

**Ownership:**

The Disputanta Training School property is privately owned and operated.

**Activities:**

The Disputanta Training School played a significant role in the history of education in rural Prince George County as the first publicly-funded African-American school with expanded curriculum of vocational training for secondary students. The school building is currently being utilized by Alpha Forming Systems, which provides shoring equipment for sale or rent.

**Access:**

The Disputanta Training School is accessed by vehicle via a driveway entrance at existing Route 460/Country Drive.

**Similarly Used Lands:**

As illustrated in **Figure 3-1** and listed in **Table 3-3** there are other properties in the study area which provide similar historic architectural context as the Disputanta Training School property, properties such as the House at 202 East Main Street and the Prince George Country Club House.

**Clauses Affecting Ownership:**

There are no known clauses affecting ownership of the property with respect to transportation improvements.

**Unusual Characteristics:**

There are no known unusual characteristics associated with the Disputanta Training School.

***3.1.2.4 Miles B. Carpenter House: (VDHR No. 323-0003/NRHP Listed)***

**Relationship:**

**Figure 3-2b** shows the relationship of the Miles B. Carpenter House property to the alternatives under consideration in the SEIS. The Miles B. Carpenter House in the Town of Waverly is comprised of approximately 5.07 acres.

**Ownership:**

The Miles B. Carpenter House property is privately owned and operated.

**Activities:**

The Miles B. Carpenter House is important for its association with the nationally known artist Miles B. Carpenter. The House and property are also referred to as the Miles B. Carpenter Museum Complex. It consists of 3 museums that feature folk art, the story of peanuts, and wood products. It operates as a tourist attraction featuring the nationally known, late, Miles B. Carpenter and is home to the first peanut museum.

**Access:**

The Miles B. Carpenter House is accessed by vehicle via a driveway entrance at the existing intersection of Hunter St and Route 460.

**Similarly Used Lands:**

As illustrated in **Figure 3-1** and listed in **Table 3-3** Surry County Historical Society & Museums, and the Boykins' Tavern Museum are two similar properties located within the identified study area boundaries.

**Clauses Affecting Ownership:**

There are no known clauses affecting ownership of the property with respect to transportation improvements.

**Unusual Characteristics:**

There are no known unusual characteristics associated with the Miles B. Carpenter House.

***3.1.2.5 Town of Waverly Historic District: (VDHR No. 323-5019/NHRP Listed)***

**Relationship:**

**Figure 3-2b** shows the relationship of the Town of Waverly Historic District to the study corridor. The Town of Waverly Historic District is comprised of approximately 27.29 acres.

**Ownership:**

The Town of Waverly Historic District property is listed on the NRHP. Fourteen properties located within the Design Corridor for alternative 4 are contributing properties to the Historic District. All of these properties appear to be business oriented, several properties, including the Arnold/Holdsworth House are abandoned. The District consists of both public and privately owned property. Contributing

properties for which all or a part of the property is located within the Alternative 4 Design Corridor include the following (VDHR No. in parentheses):

- Arnold/Holdsworth House 112 Maifield Ave. (323-5010)
- Filling Station, 101 South County Dr. (323-5019-0001)
- Automobile Dealership, 109 West Main St. (323-5019-0002)
- Potato Warehouse, (323-5019-0004)
- Moss Hardware Building, (323-5019-0003)
- Feed and Seed Store, (323-5019-0005)
- Drug Store/Barber Shop, 210 West Main St. (323-5019-0006)
- Bank of Waverly, (323-5019-0007)
- Commercial Building, 302 West Main St., (323-5019-0013)
- Waverly Feed Company, (323-5019-0014)
- Fleetwood Building, 306-308 West Main St. (323-5019-0015)
- Office Building, 111 Maifield Ave. (323-5019-0040)
- Boarding House, 129 Maifield Ave. (323-5019-0042)
- Waverly Feed and Seed Warehouse, (323-5019-0046)

**Activities:**

Much of the Town of Waverly Historic District contains a variety of building types and activities including commercial, municipal, and residential. The District is comprised of varying architecture dating from 1880 to 1962. The District is south of Route 460. The Waverly Historic District developed as a railroad town due to the expanding railroad system.

**Access:**

Route 460 within the town, serves as the main thoroughfare through the Historic District. Within the Historic District additional access points to Contributing resources are provided via side streets and driveways.

**Similarly Used Lands:**

As illustrated in **Figure 3-1** and listed in **Table 3-3** there are other lands similar to the Town of Waverly Historic District within the study area. The towns of Wakefield and Windsor Historic Districts, dating to approximately the same time period both offer a mix of architectural styles and activities.

**Clauses Affecting Ownership:**

There are no known clauses affecting ownership of the property with respect to transportation improvements.

**Unusual Characteristics:**

There are no known unusual characteristics associated with the Waverly Historic District.

***3.1.2.6 House at 202 East Main St.: (VDHR No. 323-5031/NRHP Eligible)***

**Relationship:**

**Figure 3-2b** shows the relationship of the House at 202 East Main St. in the Town of Waverly to the alternatives under consideration in the SEIS. The House at 202 East Main St. is comprised of approximately 2.63 acres.



**Ownership:**

The House at 202 East Main St. is privately owned and operated.

**Activities:**

The House at 202 East Main St. is a distinctive and well-maintained example of a high-style Queen Anne dwelling. The property does not have an apparent association with any event or persons of local, state, or national history.

**Access:**

The House at 202 East Main St. is accessed by vehicle via a driveway entrance at E Main St.

**Similarly Used Lands:**

As illustrated in **Figure 3-1** and listed in **Table 3-3** there are other properties in the study area which provide similar domestic significance as the House at 202 East Main St. Properties such as the Arnold-Holdsworth House and surrounding dwellings also provide domestic and historical significance to the area.

**Clauses Affecting Ownership:**

There are no known clauses affecting ownership of the property with respect to transportation improvements.

**Unusual Characteristics:**

There are no known unusual characteristics associated with the House at 202 East Main St..

***3.1.2.7 Woodlawn Farm (VDHR No. 091-5071/NRHP Eligible)***

**Relationship:**

**Figure 3-2c** shows the relationship of the Woodlawn Farm property to the alternatives under consideration for the SEIS. Woodlawn Farm is comprised of approximately 245.64 acres.

**Ownership:**

The Woodlawn Farm property is privately owned and operated.

**Activities:**

The Woodlawn Farm, also known as Briggs Farm or Seely Farm is a mid-nineteenth-century farmstead that has operated as a family farm and represents the historical importance of agriculture in the region. The building architecture is mid-nineteenth century with Italianate style.

**Access:**

The Woodlawn Farm is accessed by vehicle via a driveway entrance from existing Old Wakefield Rd.

**Similarly Used Lands:**

As illustrated in **Figure 3-1** and listed in **Table 3-3** there are other farm properties in the study area that have similar agricultural purposes as Woodlawn Farm. Properties such as Green Level (Alice Pretlow House) and Peter Holmes Farm (Bailey House), among others, also provide historical context to the area.

**Clauses Affecting Ownership:**

There are no known clauses affecting ownership of the property with respect to transportation improvements.

**Unusual Characteristics:**

There are no known unusual characteristics associated with the Woodlawn Farm.

***3.1.2.8 Old Wakefield High School (VDHR No. 320-0002/NRHP Eligible)***

**Relationship:**

**Figure 3-2c** shows the relationship of the Old Wakefield High School to the alternatives under consideration in the SEIS. The Old Wakefield High School Property is individually eligible for the NRHP and is also a contributing element to the Town Wakefield Historic District and is comprised of approximately 1.91 acres.

**Ownership:**

The property is owned and operated by the Wakefield Foundation, Inc.

**Activities:**

The Old Wakefield High School was built in 1919 and served as the primary school for grades K through 12 for many decades. Many families have been associated with the school for three or more generations which has aided in the development of the Wakefield community. Additionally, the school building is a good example of an architecturally intact Colonial Revival-style school. Upon its closing it was purchased by the Wakefield Foundation, Inc. and restored. Current activities include room rentals, a library, and a range of classes are offered.

**Access:**

The building can be accessed by vehicle via driveway entrances along existing Wilson Ave. and Fleetwood St.

**Similarly Used Lands:**

As illustrated in **Figure 3-1** and listed in **Table 3-3** there are other properties in the study area which provide similar community social and educational experiences.

**Clauses Affecting Ownership:**

There are no known clauses affecting ownership of the property with respect to transportation improvements.

**Unusual Characteristics:**

There are no known unusual characteristics associated with the Old Wakefield High School.

***3.1.2.9 Town of Wakefield Historic District: (VDHR No. 320-5078/NRHP Eligible)***

**Relationship:**

**Figure 3-2** shows the relationship of the Town of Wakefield Historic District to the alternatives under consideration in the SEIS. The Town of Wakefield Historic District is comprised of approximately 68.03 acres.

**Ownership:**

The Town of Wakefield Historic District property is listed on the NRHP. Seventeen properties located within the Design Corridor for Alternative 4 are contributing properties to the Historic District. Fifteen of these properties are privately owned residences. Contributing properties for which all or a part of the property is located within the Alternative 4 Design Corridor include the following (VDHR No. in parentheses):

- Old Wakefield High School, 100 Wilson Avenue (320-0002)
- House, 307 West Church St. (320-5035)
- House, 305 West Church St. (320-5036)
- House, 303 West Church St. (320-5037)
- House, 301 West Church St. (320-5038)
- House, 105 Wilson Ave. (320-5040)
- Wakefield United Methodist Church, 205 West Church St. (320-5041)
- House, 102 West Main St. (320-5058)
- House, 106 West Main St. (320-5059)
- House, 110 West Main St. (320-5060)
- House, West Main St. (320-5061)
- House, 122 West Main (320-5062)
- House, 115 West Main St. (320-5063)
- House, 113 West Main St. (320-5064)
- House, 111 West Main St. (320-5065)
- House, 109 West Main St. (320-5066)
- House, 105 West Main St. (320-5067)

**Activities:**

The Town of Wakefield Historic District is an intact example of town growth and development within the historic context of railroads, the lumber industry, and peanut-based agriculture in the Southern Coastal Plain region of Virginia. Additionally, it also provides architectural distinction based on the fairly well preserved sample of building styles from the period of significance including buildings of the Gothic Revival, Queen Anne, Colonial Revival, Craftsman Bungalow, and Minimal Traditional styles. Much of the Town of Wakefield Historic District is comprised of residential property; the old Wakefield High School is used for multiple functions (as discussed below) and is owned and operated by a nonprofit organization. The District is comprised of varying architecture dating from 1900 to World War II. The few nonresidential buildings that occur within the district include the Station Master's House, the old Wakefield High School, and the Wakefield United Methodist Church and associated cemetery. The District is south of existing Route 460.

**Access:**

The Town of Wakefield Historic District is primarily accessed by vehicle via side streets and Route 460 which runs east to west directly through the area.

**Similarly Used Lands:**

As illustrated in **Figure 3-1** and listed in **Table 3-3** there are other lands similar to the Town of Wakefield Historic District within the study area. The towns of Waverly and Windsor Historic Districts, dating to approximately the same time period both offer a mix of architectural styles and activities.

**Clauses Affecting Ownership:**

There are no known clauses affecting ownership of the property with respect to transportation improvements.

**Unusual Characteristics:**

There are no known unusual characteristics associated with the Town of Wakefield Historic District.

***3.1.2.10 Wakefield Community Hunt Club (VDHR No. 091-5058/NRHP Eligible)***

**Relationship:**

**Figure 3-2c** shows the relationship of the Wakefield Community Hunt Club property to the alternatives under consideration in the SEIS. The Wakefield Community Hunt Club is comprised of approximately 8.04 acres.

**Ownership:**

The Wakefield Community Hunt Club property is privately owned and operated.

**Activities:**

Wakefield Community Hunt Club became the current location of the Shad Planking festival in 1949. The property qualifies for significance in the area of politics/government and social history on a statewide level for its association with the annual Shad Planking event. Shad Planking has been a premiere political gathering for the past 55 years. The facility also holds club meetings and other club events. The buildings are of common construction and materials. The facility is surrounded by wooded land.

**Access:**

Wakefield Community Hunt Club is accessed by vehicle via a driveway entrance from existing Brittles Mill Rd.

**Similarly Used Lands:**

As illustrated in **Figure 3-1** and listed in **Table 3-3** there are other properties in the study area that have similar cultural importance. For example, Walter's Hunt Club is located approximately 14 miles to the east.

**Clauses Affecting Ownership:**

There are no known clauses affecting ownership of the property with respect to transportation improvements.

**Unusual Characteristics:**

The Wakefield Community Hunt Club is a private facility that hosts a unique public political event that is only held once a year. All funds that are raised from this event are invested within the Wakefield community and provide support for such organizations as Wakefield Youth Baseball/Softball, Wakefield Foundation, and many more community organizations.

***3.1.2.11 Drewry House: (VDHR No. 091-0098/NRHP Eligible)***

**Relationship:**

**Figure 3-2c** shows the relationship of the Drewry House property in Town of Wakefield to the alternatives under consideration in the SEIS. Drewry House is comprised of approximately 4.50 acres.

**Ownership:**

The Drewry House is privately owned and operated.

**Activities:**

The Drewry House was constructed in 1930 and is a distinctive example of an early twentieth century rusticated log building mimicking the style of a late eighteenth or early nineteenth century Classical Revival dwelling. The property includes a pond and small open land.

**Access:**

The Drewry House is accessed by vehicle via a driveway entrance along existing Fredenburg Rd.

**Similarly Used Lands:**

As illustrated in **Figure 3-1** and listed in **Table 3-3** there are other properties in the study area which provide similar domestic significance as the Drewry House. Properties such as the Bell Farm and Woodland Farm, among others, also provide domestic and historical significance to the area.

**Clauses Affecting Ownership:**

There are no known clauses affecting ownership of the property with respect to transportation improvements.

**Unusual Characteristics:**

There are no known unusual characteristics associated with the Drewry House.

***3.1.2.12 Green Level/Alice Pretlow House: (VDHR No. 087-0073/NRHP Eligible)***

**Relationship:**

**Figure 3-2c** shows the relationship of the Green Level/Alice Pretlow House property to the alternatives under consideration for the SEIS. Green Level/Alice Pretlow House property is comprised of approximately 134.75 acres.

**Ownership:**

The Green Level/Alice Pretlow House property is privately owned and operated.

**Activities:**

The Green Level/Alice Pretlow House, also known as Bailey-Pretlow House property represents mid-eighteenth-century architecture with early nineteenth-century additions during the Colony to Nation time period. The farm has been actively farmed since 1768 and is still active today.

**Access:**

The Green Level/Alice Pretlow House is accessed by vehicle via a driveway entrance from existing Crumpler Rd.

**Similarly Used Lands:**

As illustrated in **Figure 3-1** and listed in **Table 3-3** there are other properties in the study area that have serve similar agricultural purposes as The Green Level/Alice Pretlow House property. Properties such as the Peter Holmes Farm and Helen Johnson Hobbs Store, among others, also provide historical context to the area.

**Clauses Affecting Ownership:**

There are no known clauses affecting ownership of the property with respect to transportation improvements.

**Unusual Characteristics:**

There are no known unusual characteristics associated with the Green Level / Alice Pretlow House.

***3.1.2.13 Peter Holmes Farm: (VDHR No. 087-0001/NRHP Eligible)***

**Relationship:**

**Figure 3-2c** shows the relationship of the Peter Holmes Farm property to the alternatives under consideration in the SEIS. Peter Holmes Farm is comprised of approximately 85.57 acres.

**Ownership:**

The Peter Holmes Farm property is privately owned and operated.

**Activities:**

Peter Holmes Farm, also known as Elmsdale or Holmes-Bailey House, is an active family farm. The property architecture is representative of the early nineteenth-century Georgian-style.

**Access:**

The property is accessed by vehicle via a driveway entrance from existing Warriue Rd.

**Similarly Used Lands:**

As illustrated in **Figure 3-1** and listed in **Table 3-3** there are other properties in the study area that have similar agricultural uses as the Peter Holmes Farm. Properties such as Green Level/Alice Pretlow House and Helen Johnson Hobbs Store, among others, also provide historical context to the area.

**Clauses Affecting Ownership:**

There are no known clauses affecting ownership of the property with respect to transportation improvements.

**Unusual Characteristics:**

There are no known unusual characteristics associated with the Peter Holmes Farm.

***3.1.2.14 T.L. Bain Store (VDHR No. 243-5012/NRHP Eligible)***

**Relationship:**

**Figure 3-2c** shows the relationship of the T.L. Bain Store property in Ivor to the alternatives under consideration in the SEIS. The T.L. Bain Store is comprised of approximately 0.15 acres.

**Ownership:**

The T.L. Bain Store property is privately owned.

**Activities:**

The T.L. Bain Store property is an architecturally intact example of a ca. 1847 store that conveys the early community and economic development that occurred in Ivor. Additionally it provides a good example of mid-nineteenth century commercial development in Ivor.

**Access:**

The property is accessed by vehicle via a driveway entrance at existing Main St.

**Similarly Used Lands:**

As illustrated in **Figure 3-1** and listed in **Table 3-3** there are other properties in the study area which provide similar historic architectural context as the T.L. Bain property.

**Clauses Affecting Ownership:**

There are no known clauses affecting ownership of the property with respect to transportation improvements.

**Unusual Characteristics:**

There are no known unusual characteristics associated with the T.L. Bain Store.

***3.1.2.15 Pulley Farm (VDHR No. 087-5477/NRHP Eligible)***

**Relationship:**

**Figure 3-2d** shows the relationship of the Pulley Farm property to the alternatives under consideration in the SEIS. Pulley Farm is comprised of approximately 84.57 acres.

**Ownership:**

The Pulley Farm property is privately owned and operated.

**Activities:**

The Pulley Farm, also known as Cedar Lawn Farm contains a primary dwelling as well as auxiliary building and farm related structures. Pulley Farm is a good example of mid-nineteenth century to early twentieth century vernacular architecture and appears to be actively farmed.

**Access:**

Pulley Farm is accessed by vehicle via a driveway entrance from existing Doles Rd.

**Similarly Used Lands:**

As illustrated in **Figure 3-1** and listed in **Table 3-3**, there are other properties in the study area that have similar historical importance. For example surrounding agricultural farms have similar purposes to Pulley Farm such as Benjamin Chapman Farm, among others, also provide historical context to the area.

**Clauses Affecting Ownership:**

There are no known clauses affecting ownership of the property with respect to transportation improvements.

**Unusual Characteristics:**

There are no known unusual characteristics associated with the Pulley Farm.



**3.1.2.16 Helen Johnson Hobbs Store (VDHR No. 046-5101/NRHP Eligible)**

**Relationship:**

**Figure 3-2d** shows the relationship of the Helen Johnson Hobbs Store property to the alternatives under consideration in the SEIS. Helen Johnson Hobbs Store property is comprised of approximately 12.51 acres.

**Ownership:**

The Helen Johnson Hobbs Store property is privately owned and operated.

**Activities:**

The Helen Johnson Hobbs Store is a historic family farm. The general store was built around 1933 in Craftsman style. The property is cited to represent the historical importance of tourism and roadside architecture in the region. The property is actively farmed.

**Access:**

The Helen Johnson Hobbs Store is accessed by vehicle via a driveway entrance from existing Route 460/Windsor Blvd.

**Similarly Used Lands:**

As illustrated in **Figure 3-1** and listed in **Table 3-3** there are other properties in the study area that serve similar agricultural purposes as the Helen Johnson Hobbs Store property. Properties such as Green Level (Alice Pretlow House) and Peter Holmes Farm (Bailey House), among others, also provide historical context to the corridor.

**Clauses Affecting Ownership:**

There are no known clauses affecting ownership of the property with respect to transportation improvements.

**Unusual Characteristics:**

There are no known unusual characteristics associated with the Helen Johnson Hobbs Store.

**3.1.2.17 Alexander Ashburn House: (VDHR No. 328-5004/NRHP Eligible)**

**Relationship:**

**Figure 3-2e** shows the relationship of the Alexander Ashburn House property to the alternatives under consideration in the SEIS. Alexander Ashburn House is comprised of approximately 1.00 acre.

**Ownership:**

The Alexander Ashburn House is privately owned and operated.

**Activities:**

The Alexander Ashburn House is an architecturally intact example of a ca. 1850s dwelling in a non-rural setting which reflects the early community development of the Town of Windsor. The property retains integrity of association and setting and is individually eligible for the NRHP and is also a contributing resource to the Town of Windsor Historic District. The property also contains open fields.

**Access:**

The Alexander Ashburn House is accessed by vehicle via a driveway entrance from existing Bank Street.

**Similarly Used Lands:**

As illustrated in **Figure 3-1** and listed in **Table 3-3** there are other similar properties within the study area, properties such as the Henry Saunders House and Roberts House, among others, also provide domestic and historical significance to the area.

**Clauses Affecting Ownership:**

There are no known clauses affecting ownership of the property with respect to transportation improvements.

**Unusual Characteristics:**

There are no known unusual characteristics associated with the Alexander Ashburn House.

***3.1.2.18 Town of Windsor Historic District: (VDHR No. 328-5010/ NRHP Eligible)***

**Relationship:**

**Figure 3-2e** shows the relationship of the Town of Windsor Historic District to the alternatives under consideration in the SEIS. The Town of Windsor Historic District is comprised of approximately 64.31 acres.

**Ownership:**

The Town of Windsor Historic District property is listed on the NRHP. Eighteen properties located within the Design Corridor for alternative 4 are contributing properties to the Historic District. Thirteen of these properties are privately owned residences. Contributing properties for which all or a part of the property is located within the Alternative 4 Design Corridor include the following (VDHR No. in parentheses):

- Alexander Ashburn House: (328-5004)
- Deans Academy (328-5009)
- Windsor Baptist Learning Center, 7 North Court St. (328-5039)
- Windsor Congregational Christian Church, 1 W. Windsor Blvd. (328-5045)
- Windsor Baptist Church 4 North Court St. (328-5008)
- House, 5 North Court St.(328-5038)
- House, 9 North Court St. (328-5040)
- House, 11 North Court St. (328-5041)
- House, 16 North Court St. (328-5042)
- House, 14 North Court St. (328-5043)
- House, 12 North Court St. (328-5044)
- House, 10 Church St. (328-5046)
- House, 13 Church St. (328-5047)
- House, 15 Church St. (328-5048)
- House, 17 Church St. (328-5049)
- House, 21 Church St. (328-5050)
- House, 25 Church St. (328-5051)
- Commercial Building, 9 South Court St. (328-5060)

**Activities:**

Much of the Town of Windsor Historic District is comprised of residential property. The District is comprised of varying architectural styles which maintain integrity and date from 1853 to 1956. The few nonresidential buildings that occur within the District include the Windsor Baptist Church, Windsor Baptist Learning Center, and the Windsor Congregational Christian Church. The District straddles existing Route 460 and developed as a railroad town because of the expanding railroad system. The District is comprised of residential, commercial, and agricultural property. Activities that occur within the Town of Windsor Historic District include commerce, transportation, social, and government.

**Access:**

Route 460 within the town, serves as the main thoroughfare through the Historic District. Within the Historic District additional access points to contributing resources are provided via side streets and driveways.

**Similarly Used Lands:**

As illustrated in **Figure 3-1** and listed in **Table 3-3** there are other lands similar to the Town of Windsor Historic District within the study area. The towns of Waverly and Wakefield Historic Districts, dating to approximately the same time period both offer a mix of architectural styles and activities.

**Clauses Affecting Ownership:**

There are no known clauses affecting ownership of the property with respect to transportation improvements.

**Unusual Characteristics:**

There are no known unusual characteristics associated with the Town of Windsor Historic District.

***3.1.2.19 Henry Saunders House: (VDHR No. 046-0006/NRHP Listed)***

**Relationship:**

**Figure 3-2e** shows the relationship of the Henry Saunders House property to the alternatives under consideration in the SEIS. The Henry Saunders House is comprised of approximately 60.59 acres.

**Ownership:**

The Henry Saunders House property is privately owned and operated.

**Activities:**

The Henry Saunders House property is still actively farmed and a significant portion of the land is wooded. Constructed around 1796, the unique interior arrangement of the house further enhances its importance for insight into building patterns and designs of the late 18<sup>th</sup> century period.

**Access:**

The Henry Saunders House is accessed by vehicle via a driveway entrance at existing Route 460/Windsor Blvd.

**Similarly Used Lands:**

As illustrated in **Figure 3-1** and listed in **Table 3-3** there are other properties in the study area which provide similar agricultural and historical benefits such as the Pulley Farm and Benjamin Chapman Farm.

**Clauses Affecting Ownership:**

There are no known clauses affecting ownership of the property with respect to transportation improvements.

**Unusual Characteristics:**

There are no known unusual characteristics associated with the Henry Saunders House.

***3.1.2.20 Langford Farm: (VDHR No. 133-0100/NHRP Eligible)***

**Relationship:**

**Figure 3-2e** shows the relationship of the Langford Farm property to the alternatives under consideration in the SEIS. The Langford Farm is comprised of approximately 99.75 acres.

**Ownership:**

The Langford Farm property is privately owned and operated.

**Activities:**

The Langford Farm primary dwelling is an architecturally intact example of a relatively high-style 1870s rural farmhouse. The Langford Farm had a role in the mid-to late nineteenth century rural agrarian and community economic development of Suffolk. The surrounding property appears to be actively farmed.

**Access:**

The Langford Farm is accessed by vehicle via a gravel driveway entrance along existing Route 460/Pruden Blvd.

**Similarly Used Lands:**

As illustrated in **Figure 3-1** and listed in **Table 3-3** there are other properties in the study area which provide similar agricultural and historic significance as the Langford Farm such as the Pruden Farm and Roundtree Farm.

**Clauses Affecting Ownership:**

There are no known clauses affecting ownership of the property with respect to transportation improvements.

**Unusual Characteristics:**

There are no known unusual characteristics associated with the Langford Farm.

***3.1.2.21 Rountree Farm: (VDHR No. 133-0101/NRHP Eligible)***

**Relationship:**

**Figure 3-2e** shows the relationship of the Rountree Farm property to the alternatives under consideration in the SEIS. Roundtree Farm is comprised of approximately 28.85 acres.

**Ownership:**

The Rountree Farm property is privately owned and operated.

**Activities:**

The Rountree Farm, also known as Hobbs Farm contains a primary dwelling as well as auxiliary buildings and farm related structures. Rountree Farm primary dwelling is an architecturally intact example of a mid-nineteenth-century, central-passage style home. It sits on a large parcel which includes historic outbuildings and agricultural fields. The Rountree Farm is currently utilized as an active farm.

**Access:**

The Rountree Farm is accessed by vehicle via a driveway entrance from existing Route 460/Pruden Blvd.

**Similarly Used Lands:**

As illustrated in **Figure 3-1** and listed in **Table 3-3** there are other properties in the study area that have similar historical value and agricultural purposes as Rountree Farm such as Pruden Farm and Langford Farm. Properties such as Henry Saunders House, among others, also provide historical context to the area.

**Clauses Affecting Ownership:**

There are no known clauses affecting ownership of the property with respect to transportation improvements.

**Unusual Characteristics:**

There are no known unusual characteristics associated with the Rountree Farm.

***3.1.2.22 Pruden Farm: (VDHR No. 133-0102/NHRP Eligible)***

**Relationship:**

**Figure 3-2e** shows the relationship of the Pruden Farm property to the alternatives under consideration in the SEIS. The Pruden Farm is comprised of approximately 58.14 acres.

**Ownership:**

The Pruden Farm property is privately owned and operated.

**Activities:**

The Pruden Farm property is actively farmed with some wooded areas towards the back of the property. The current home was constructed around 1820, the farm retains a high degree of architectural, setting, feeling, and integrity as an intact example of early nineteenth-century architecture, and includes an extant ca. 1820 dependency which may have functioned as a slave quarters. Additionally, the Pruden farm had a role in the pre-Civil War-era agrarian-based economic development of rural Suffolk

**Access:**

The Pruden Farm is accessed by vehicle via a gravel driveway entrance along existing Route 460/ Pruden Blvd.

**Similarly Used Lands:**

As illustrated in **Figure 3-1** and listed in **Table 3-3** there are other properties in the study area which provide similar agricultural and historic context such as the Langford Farm and Rountree Farm.

**Clauses Affecting Ownership:**

There are no known clauses affecting ownership of the property with respect to transportation improvements.

**Unusual Characteristics:**

There are no known unusual characteristics associated with the Pruden Farm.

## **4.0 IMPACTS ON SECTION 4(f) PROPERTY**

Each of the five Alternatives retained for detailed study in the SEIS would potentially require the use of Section 4(f) property, as described in this section. For the purposes of this Draft Section 4(f) Evaluation, properties and their associated impacts have been divided into two groups and discussed in the following order:

1. Those whose proposed impacts are presumed to be de minimis; and
2. Those which require an avoidance alternative evaluation and potentially a least overall harm analysis.

At this stage of project development, Section 4(f) requires a greater level of engineering detail as well as a greater consideration of alternatives or revisions to alternatives that would avoid or minimize Section 4(f) impacts than laws protecting most other resources. Because of the legal standards associated with Section 4(f), decisions to impact Section 4(f) resources must be well documented, include all measures to minimize harm, and be reviewed for legal sufficiency before the NEPA process is completed. Therefore, the impacts described in this evaluation are calculated based on the Design Corridor and the conclusions drawn are based on the review of whether or not the Design Corridor alignment can be reasonably shifted or revised without creating impacts of an extraordinary magnitude elsewhere. While the impact information for other resources presented in the SEIS are based on the Design Corridor, a wider Inventory Corridor has also been developed and the information included in the respective technical reports. The use of a wider Inventory Corridor gives the decision makers the flexibility to shift the alignment during design to minimize impacts to resources with the full knowledge of the consequences of that alignment shift. When it comes to Section 4(f), FHWA and VDOT have committed to utilizing the Design Corridor in those locations where avoidance and minimization of Section 4(f) resources is required to be considered instead of the Inventory Corridor. By taking this approach and making this commitment, the anticipated use of many Section 4(f) resources was either reduced or avoided. **Table 4-1** provides a summary of those resources completely avoided and are therefore not included as part of this Draft Section 4(f) Evaluation. Furthermore, this commitment has also allowed for minimization of impacts to many of the remaining Section 4(f) properties.

**Table 4-1: Summary of Section 4(f) Resources Completely Avoided using the Design Corridor**

Resource	Alternative Inventory Corridor
Historic Property – Arnold Holdsworth House	4
Historic Property – Camp Sites	1
Historic Property – Oak Grove (Urquhart House)	3
Historic Property – Walters Hunt Club	1
Park and Recreation Resource – Recovered Floodplain Park	4
Park and Recreation Resource – Recovered Floodplain Park	4
Park and Recreation Resource – Recovered Floodplain Park	4
Park and Recreation Resource – Recovered Floodplain Park	4
Park and Recreation Resource – Robinson Local Park	4
Park and Recreation Resource – Municipal Recreation Facility	4
Park and Recreation Resource – Ellen P. Chambliss Elementary School	4

#### 4.1 PROPOSED *DE-MINIMIS* IMPACTS

Based on the approach described above using the Design Corridor, many Section 4(f) properties would incur minor impacts from the proposed alternatives under consideration in the SEIS. This section looks at those properties in closer detail using the existing alignment of the Design Corridor of each alternative. For the properties addressed here, FHWA intends to pursue a Section 4(f) de minimis impact finding if all of the criteria for that finding are satisfied. As part of that process, FHWA and VDOT would notify the officials with jurisdiction and invite their written concurrence that, pursuant to 23 CFR 774.3(b), the alternatives under consideration in the SEIS would not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection (for park properties), or in the case of historic resources, that the undertaking (project) will not result in an adverse effect pursuant to 36 CFR Part 800. Should the official with jurisdiction concur and after appropriate public involvement, FHWA may then issue a finding of de minimis impacts on an individual property basis.

While an evaluation of avoidance alternatives and an analysis of least overall harm are not required when a de minimis impact findings is proposed, consideration was given in this Section 4(f) Evaluation to avoiding potential de minimis impacts altogether in an effort to develop a complete Section 4(f) avoidance alternative and in case all of the criteria for issuing a de minimis finding cannot be met. Even though a resource discussed here as having a potential de minimis impact can be avoided, it may be more desirable to pursue a de minimis impact for a particular resource instead of avoidance based on the specific site conditions and other resources that may be present. A final decision on whether or not to pursue a de minimis impact determination for a particular resource will be made once it is determined that all of the criteria for a de minimis finding can be met and before the final Section 4(f) Evaluation is completed.



All planning to minimize harm is still required to be considered for de minimis impacts. However, preliminary de minimis determinations have not yet fully explored options to further minimize harm which would allow FHWA to make a final de minimis finding. FHWA intends to review engineering opportunities to minimize harm once the Draft SEIS is signed and a Preferred Alternative has been identified. If the criteria for a Section 4(f) de minimis impact finding cannot be satisfied for a particular property or properties, then the evaluation of avoidance alternatives included in **Section 5** will be relied upon. Sections **4.1.1** and **4.1.2** describe the potential impacts to the Section 4(f) resources for which FHWA is considering a de minimis impact finding, depending upon the Build Alternative selected. **Table 4-2** summarizes these resources.

**Table 4-2: Summary of Proposed De Minimis Impacts**

Figure	Resource	SEIS Alternatives Under Consideration				
		1	2	3	4	5
4-1	House at 13526 Hines St.	No Use	No Use	No Use	0.02 acres	No Use
4-5	House at 202 E. Main St.	No Use	No Use	No Use	0.07 acres	No Use
4-6	Woodland Farm	No Use	1.63 acres	3.85 acres	No Use	1.63 acres
4-7	Old Wakefield High School	No Use	No Use	No Use	0.12 acres	No Use
4-9	Wakefield Community Hunt Club	1.02 acres	No Use	No Use	No Use	No Use
4-11	Green Level/Alice Farm	No Use	No Use	1.06 acres	No Use	No Use
4-14	Pulley Farm	1.43 acres	No Use	No Use	No Use	No Use
4-18	Centennial Park	No Use	No Use	No Use	0.08 acres	No Use
4-19	Windsor High School	No Use	No Use	No Use	0.01 acres	No Use
4-20	Henry Saunders House	No Use	No Use	No Use	0.99 acres	No Use
4-23	Pruden Farm	No Use	0.49 acres	No Use	0.49 acres	No Use
4-24	King's Fork Athletics Complex	No Use	0.77 acres	No Use	0.77 acres	No Use

#### **4.1.1.1 Centennial Park**

Alternative 4 would result in a Section 4(f) use of Centennial Park property. As shown on **Figure 4-18**, a narrow strip of right-of-way would need to be acquired along existing Route 603 to accommodate turn lanes and its tie-in with improved Route 460. The impacted part of the property consists of landscaping, which would be converted to a transportation use. The impact to the property would constitute a minor use (0.08 acres) and does not appear to adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection.

#### **4.1.1.2 Windsor High School**

Alternative 4 would result in a Section 4(f) use of the Windsor High School property. As shown on **Figure 4-19**, a small portion of right-of-way would need to be acquired along existing Route 603 to accommodate turn lanes and its tie-in with improved Route 460. The impacted part of the property consists of a fenced open space area, which would be converted to a transportation use. The impact to the property would constitute a minor use (0.01 acres) and does not appear to adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection.

#### **4.1.1.3 King's Fork Athletic Complex**

Alternatives 2 and 4 would result in a Section 4(f) use of the King's Fork Athletic Complex property. As shown on **Figure 4-24**, a narrow strip of right-of-way would need to be acquired along existing Route 460 to accommodate mainline improvements and along the Southeast side of existing Kings Fork Road, which is needed to accommodate turning movements and a transition back to the existing alignment. The impacted part of the property consists of landscaping and open field, which would be converted to a transportation use. The impact to the property would constitute a minor use (0.77 acres for each alternative) and does not appear to adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection.

### **4.1.2 Historic Sites**

#### **4.1.2.1 House at 13526 Hines Rd: (VDHR No. 074-5249/NRHP Eligible)**

Alternatives 4 would result in a Section 4(f) use of House at 13526 Hines Rd property. As shown on **Figure 4-1**, a narrow strip of right-of-way would need to be acquired along existing Hines Road to accommodate turn lanes and the transition back to the existing alignment. The impacted part of the property consists of open space/lawn, which would be converted to a transportation use. The impacts to the property would constitute a minor use (0.02 acres). FHWA and VDOT have not yet coordinated the effect determination with the SHPO pursuant to 36 CFR Part 800. Because it does not appear that the impact to House at 13526 Hines Rd. will adversely diminish the characteristics which make the property eligible for the NRHP, FHWA is considering proposing a no adverse effect to the SHPO which would allow a de minimis finding to be pursued.

#### **4.1.2.2 House at 202 East Main Street (VDHR No. 323-5031/NRHP Eligible)**

Alternative 4 would result in a Section 4(f) use of the House at 202 East Main St. property. As shown on **Figure 4-5**, a narrow strip of right-of-way would need to be acquired along existing East Main Street to accommodate turn lanes and the transition back to the existing alignment. The impacted part of the property consists of open field/lawn area, which would be converted to a transportation use. The impacts to the property would constitute a minor use (0.07 acres). FHWA and VDOT have not yet coordinated the effect determination with the SHPO pursuant to 36 CFR Part 800. Because it does not appear that the

impact to House at 202 East Main St. will adversely diminish the characteristics which make the property eligible for the NRHP, FHWA is considering proposing a no adverse effect to the SHPO which would allow a de minimis finding to be pursued.

#### ***4.1.2.3 Woodlawn Farm (VDHR No. 091-5071/NRHP Eligible)***

Alternatives 2, 3, and 5 would result in a Section 4(f) use of Woodlawn Farm property. As shown on **Figure 4-6**, a narrow strip of right-of-way would need to be acquired along Old Wakefield Road or along Owens Grove Road to accommodate an overpass of the new alignment of Route 460 and transition back to the existing alignment of either Wakefield Road or Owens Grove Road depending upon the alternative. The impacted parts of the property consist of plowed farm fields, which would be converted to a transportation use. The impacts to the property would constitute a minor use (1.63 acres for alternative 2 and 5; 3.85 acres for alternative 3). FHWA and VDOT have not yet coordinated the effect determination with the SHPO pursuant to 36 CFR Part 800. Because it does not appear that the impact to Woodlawn Farm will adversely diminish the characteristics which make the property eligible for the NRHP, FHWA is considering proposing a no adverse effect to the SHPO which would allow a de minimis finding to be pursued.

#### ***4.1.2.4 Old Wakefield High School (VDHR No. 320-0002/NRHP Eligible)***

Alternatives 4 would result in a Section 4(f) use of the Old Wakefield High School property. As shown on **Figure 4-7**, a narrow strip of right-of-way would need to be acquired along existing Fleetwood Street to accommodate turn lanes and the transition back to the existing alignment. The impacted part of the property consists of open fields and driveway access, which would be converted to a transportation use. The impacts to the property would constitute a minor use (0.12 acres). FHWA and VDOT have not yet coordinated the effect determination with the SHPO pursuant to 36 CFR Part 800. Because it does not appear that the impact to Old Wakefield High school will adversely diminish the characteristics which make the property eligible for the NRHP, FHWA is considering proposing a no adverse effect to the SHPO which would allow a de minimis finding to be pursued.

#### ***4.1.2.5 Wakefield Community Hunt Club (VDHR No. 091-5058/Eligible)***

Alternative 1 would result in a Section 4(f) use of Wakefield Community Hunt Club property. As shown on **Figure 4-9**, a narrow strip of right-of-way would need to be acquired along existing Brittles Mill Road to accommodate an overpass of the new alignment of Route 460 and transition back to the existing alignment of Brittles Mill Road. The impacted part of the property consists of a wooded area, which would be converted to a transportation use. The impact to the property would constitute a minor use (1.02 acres). FHWA and VDOT have not yet coordinated the effect determination with the SHPO pursuant to 36 CFR Part 800. Because it does not appear that the impact to Wakefield Community Hunt Club will adversely diminish the characteristics which make the property eligible for the NRHP, FHWA is considering proposing a no adverse effect to the SHPO which would allow a de minimis finding to be pursued.

**4.1.2.6 Green Level / Alice Pretlow House: (VDHR No. 087-0073/NRHP Eligible)**

Alternative 3 would result in a Section 4(f) use of the Green Level / Alice Pretlow House property. As shown on **Figure 4-11**, a narrow strip of right-of-way would need to be acquired along existing Crumpler Road to accommodate an overpass of the new alignment of Route 460 and transition back to existing alignment of Crumpler Road. The impacted part of the property consists of plowed farm fields, which would be converted to a transportation use. The impacts to the property would constitute a minor use (1.06 acres). FHWA and VDOT have not yet coordinated the effect determination with the SHPO pursuant to 36 CFR Part 800. Because it does not appear that the impact to Green Level/Alice Pretlow House will adversely diminish the characteristics which make the property eligible for the NRHP, FHWA is considering proposing a no adverse effect to the SHPO which would allow a de minimis finding to be pursued.

**4.1.2.7 Pulley Farm (VDHR No. 087-5477/NRHP Eligible)**

Alternative 1 would result in a Section 4(f) use of the Eligible Pulley Farm Historic property. As shown on **Figure 4-14**, a narrow strip of right-of-way would need to be acquired along existing Doles Road to accommodate an overpass of the new alignment of Route 460 and transition back to the existing alignment of Doles Road. The impacted part of the property consists of plowed farm fields, which would be converted to a transportation use. The impact to the property would constitute a minor use (1.43 acres). FHWA and VDOT have not yet coordinated the effect determination with the SHPO pursuant to 36 CFR Part 800. Because it does not appear that the impact to Pulley Farm will adversely diminish the characteristics which make the property eligible for the NRHP, FHWA is considering proposing a no adverse effect to the SHPO which would allow a de minimis finding to be pursued.

**4.1.2.8 Henry Saunders House (VDHR No. 046-0006/NRHP Listed)**

Alternative 4 would result in a Section 4(f) use of the Henry Saunders House property. As shown on **Figure 4-20**, a narrow strip of right-of-way would need to be acquired along existing Route 460 to accommodate mainline improvements. The impacted part of the property consists of plowed farm fields and a small wooded area, which would be converted to a transportation use. The impacts to the property would constitute a minor use (0.99 acre). FHWA and VDOT have not yet coordinated the effect determination with the SHPO pursuant to 36 CFR Part 800. Because it does not appear that the impact to Henry Saunders House will adversely diminish the characteristics which make the property eligible for the NRHP, FHWA is considering proposing a no adverse effect to the SHPO which would allow a de minimis finding to be pursued.

**4.1.2.9 Pruden Farm: (VDHR No. 133-0102/NRHP Eligible)**

Alternatives 2 and 4 would result in a Section 4(f) use of Pruden Farm property. As shown on **Figure 4-23**, a narrow strip of right-of-way would need to be acquired along existing Route 460 to accommodate mainline improvements. The impacted part of the property consists of plowed farm fields, which would be converted to a transportation use. The impacts to the property would constitute a minor use (0.49 acres). FHWA and VDOT have not yet coordinated the effect determination with the SHPO pursuant to 36 CFR Part 800. Because it does not appear that the impact to Pruden Farm will adversely diminish the characteristics which make the property eligible for the NRHP, FHWA is considering proposing a no adverse effect to the SHPO which would allow a de minimis finding to be pursued.

## 4.2 SECTION 4(f) PROPERTY REQUIRING AVOIDANCE ALTERNATIVE EVALUATION

The following section discusses those Section 4(f) properties that would be used by the existing alignment of the Design Corridors of the different alternatives to such a degree that the impact would adversely diminish the characteristics of the resource which qualify it for protection under Section 4(f). Accordingly, these resources have not been considered for a de minimis finding.

### 4.2.1 Disputanta Training School (VDHR No. 074-5077/NRHP Eligible)

Alternative 4 would result in a Section 4(f) use of the Disputanta Training School property because it would entail the acquisition of a strip of right-of-way along existing Route 460 (0.17 acres) to accommodate improvements to the existing alignment. The impacted part of the property consists of a vegetated buffer, open space, parking, storage and the primary building **Figure 4-2**.

### 4.2.2 Miles B. Carpenter House: (VDHR No. 323-5019/NRHP Listed)

Alternative 4 would result in a Section 4(f) use of the Miles B. Carpenter House property because it would entail the acquisition of a strip of right-of-way along existing Route 460 (0.36 acres) to accommodate improvements to the existing alignment. The impacted part of the property consists of a vegetated buffer, open space, and house **Figure 4-3**.

### 4.2.3 Town of Waverly Historic District: (VDHR No. 323-5019/NHRP Listed)

Alternative 4 would result in a Section 4(f) use of the Town of Waverly Historic District because it would entail the acquisition of several strips of right-of-way and potentially displace several of the properties that contribute to the Historic District (0.81 acres ) to accommodate improvements to existing Route 460 and its intersection with Route 40 and the tie-in with Mayfield Avenue. The impacted part of the District consists of commercial property, residential structures, parking areas, and driveways **Figure 4-4**.

**Table 4-3: Town of Waverly Historic District Potential Contributing Property Impacts**

Resource	Impacted <sup>1</sup>	Displaced <sup>2</sup>
Filling Station, 101 South County Dr. (323-5019-0001)		✓
Automobile Dealership, 109 West Main St. (323-5019-0002)		✓
Moss Hardware Building (323-5019-0003)		✓
Feed and Seed Store (323-5019-0005)		✓
Bank of Waverly (323-5019-0007)	✓	
Drug Store/Barber Shop (323-5019-0006)		✓
Commercial Building (323-5019-0013)		✓
Waverly Feed Company, (323-5019-0014)		✓
Fleetwood Building (323-5019-0015)		✓
Boarding House (323-5019-0042)		✓

<sup>1</sup>Assumes only a small portion of contributing property parcel would be required as part of any improvement option.

<sup>2</sup>Assumes entire contributing property parcel would be required as part of any improvement option.

#### 4.2.4 Town of Wakefield Historic District (VDHR No. 320-5078/NRHP Eligible)

Alternative 4 would result in a Section 4(f) use of the Town of Wakefield Historic District because it would entail the acquisition of several strips of right-of-way and potentially displace several of the properties that contribute to the Historic District (0.78 acres) to accommodate improvements to Route 460 and the side streets that tie into Route 460. The impacted part of the District consists of residential structures, parking areas, and driveways **Figure 4-8**.

**Table 4-4: Town of Wakefield Historic District Potential Contributing Property Impacts**

Resource	Impacted <sup>1</sup>	Displaced <sup>2</sup>
Old Wakefield High School, 100 Wilson Avenue (320-0002)	✓	
House, 307 West Church St. (320-5035)		✓
House, 305 West Church St. (320-5036)		✓
House, 303 West Church St. (320-5037)		✓
House, 301 West Church St. (320-5038)		✓
House, 105 Wilson Ave. (320-5040)	✓	
House, 102 West Main St. (320-5058)	✓	
House, 106 West Main St. (320-5059)	✓	
House, 110 West Main St. (320-5060)	✓	
House, West Main St. (320-5061)	✓	
House, 122 West Main (320-5062)	✓	
House, 115 West Main St. (320-5063)	✓	
House, 113 West Main St. (320-5064)	✓	
House, 111 West Main St. (320-5065)	✓	
House, 109 West Main St. (320-5066)	✓	

<sup>1</sup>Assumes only a small portion of contributing property parcel would be required as part of any improvement option.

<sup>2</sup>Assumes entire contributing property parcel would be required as part of any improvement option.

#### 4.2.5 Drewry House (VDHR No. 091-0098/NRHP Eligible)

Alternative 4 would result in a Section 4(f) use of the Drewry House property because it would entail the acquisition of a strip of right-of-way along Fredenburg Road and along Route 460 (1.18 acres) to accommodate improvements to existing Route 460 and the tie in with Fredenberg Road. The impacted part of the property consists of open space, vegetated buffer, and pond **Figure 4-10**.



#### **4.2.6 Peter Holmes Farm: (VDHR No. 087-0001/NRHP Eligible)**

Alternative 3 would result in a Section 4(f) use of the Peter Holmes Farm property because it would entail the acquisition of a strip of right-of-way through the property to accommodate the new Route 460 alignment (17.94 acres), splitting the property in two. The impacted part of the property consists of farmed fields. The preliminary location of the alignment would likely leave an uneconomic remnant between the new Route 460 alignment and Warrique Road which is accounted for in the impact acreage **Figure 4-12**.

#### **4.2.7 T.L. Bain Store (VDHR No. 243-5012/NRHP Eligible)**

Alternative 4 would result in a Section 4(f) use of the T.L. Bain Store property because it would entail the acquisition of a strip of right-of-way along Main St. (0.06 acres) to accommodate the Main Street tie-in with improved Route 460. The impacted part of the property consists of a grass driveway and primary building **Figure 4-13**.

#### **4.2.8 Helen Johnson Hobbs Store (VDHR No. 046-5101/NRHP Eligible)**

Alternatives 2, 4 and 5 would result in a Section 4(f) use of the Helen Johnson Hobbs Store property because they would each entail the acquisition of right-of-way along existing Route 460 (0.32 for Alternatives 2N and 4, 4.89 for Alternative 5N) to accommodate improvements to the existing alignment. It is important to note that the difference between the typical sections/design criteria of alternative 2 and 4 verses alternative 5 is the reason for the differences in impacts and why alternative 5 cannot hold the same southern edge as alternatives 2 and 4. The impacted part of the property consists of farmed fields, the Helen Johnson Hobbs Store and out buildings **Figure 4-15**

#### **4.2.9 Alexander Ashburn House (VDHR No. 328-5004/NRHP Potentially Eligible)**

Alternative 4 would result in a Section 4(f) use of the Alexander Ashburn House property because it would entail the acquisition of a strip of right-of-way along Bank Street (0.20 acres) to accommodate the tie-in of Bank Street with Route 460. The impacted part of the property would consist of the house, out building, and open space **Figure 4-16**.

#### **4.2.10 Town of Windsor Historic District (VDHR No. 328-5010/ NRHP Eligible)**

Alternative 4 would result in a Section 4(f) use of the Town of Windsor Historic District because it would entail the acquisition of several strips of right-of-way and potentially displace several of the properties that contribute to the Historic District (0.91 acres) to accommodate improvements to existing Route 460 and the side streets that tie into Route 460. The impacted part of the District consists of commercial property, residential structures, parking areas, and driveways **Figure 4-17**.

**Table 4-5: Town of Windsor Historic District Potential Contributing Property Impacts**

Resource	Impacted <sup>1</sup>	Displaced <sup>2</sup>
Alexander Ashburn House: (328-5004)		✓
Deans Academy (328-5009)		✓
Windsor Baptist Learning Center, 7 North Court St. (328-5039)		✓
Windsor Congregational Christian Church, 1 W. Windsor Blvd. (328-5045)	✓	
Windsor Baptist Church 4 North Court St. (328-5008)	✓	
House, 5 North Court St.(328-5038)		✓
House, 9 North Court St. (328-5040)		✓
House, 11 North Court St. (328-5041)		✓
House, 16 North Court St. (328-5042)	✓	
House, 14 North Court St. (328-5043)	✓	
House, 12 North Court St. (328-5044)	✓	
House, 10 Church St. (328-5046)	✓	
House, 13 Church St. (328-5047)	✓	
House, 15 Church St. (328-5048)	✓	
House, 17 Church St. (328-5049)	✓	
House, 21 Church St. (328-5050)	✓	
Commercial Building, 9 South Court St. (328-5060)		✓

<sup>1</sup>Assumes only a small portion of contributing property parcel would be required as part of any improvement option.

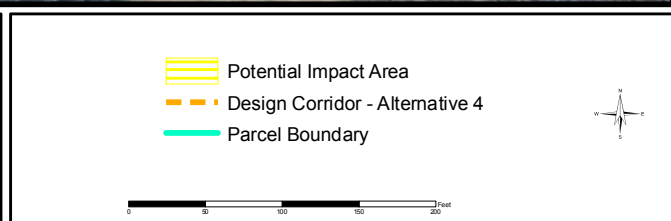
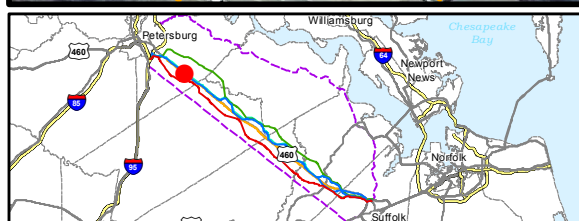
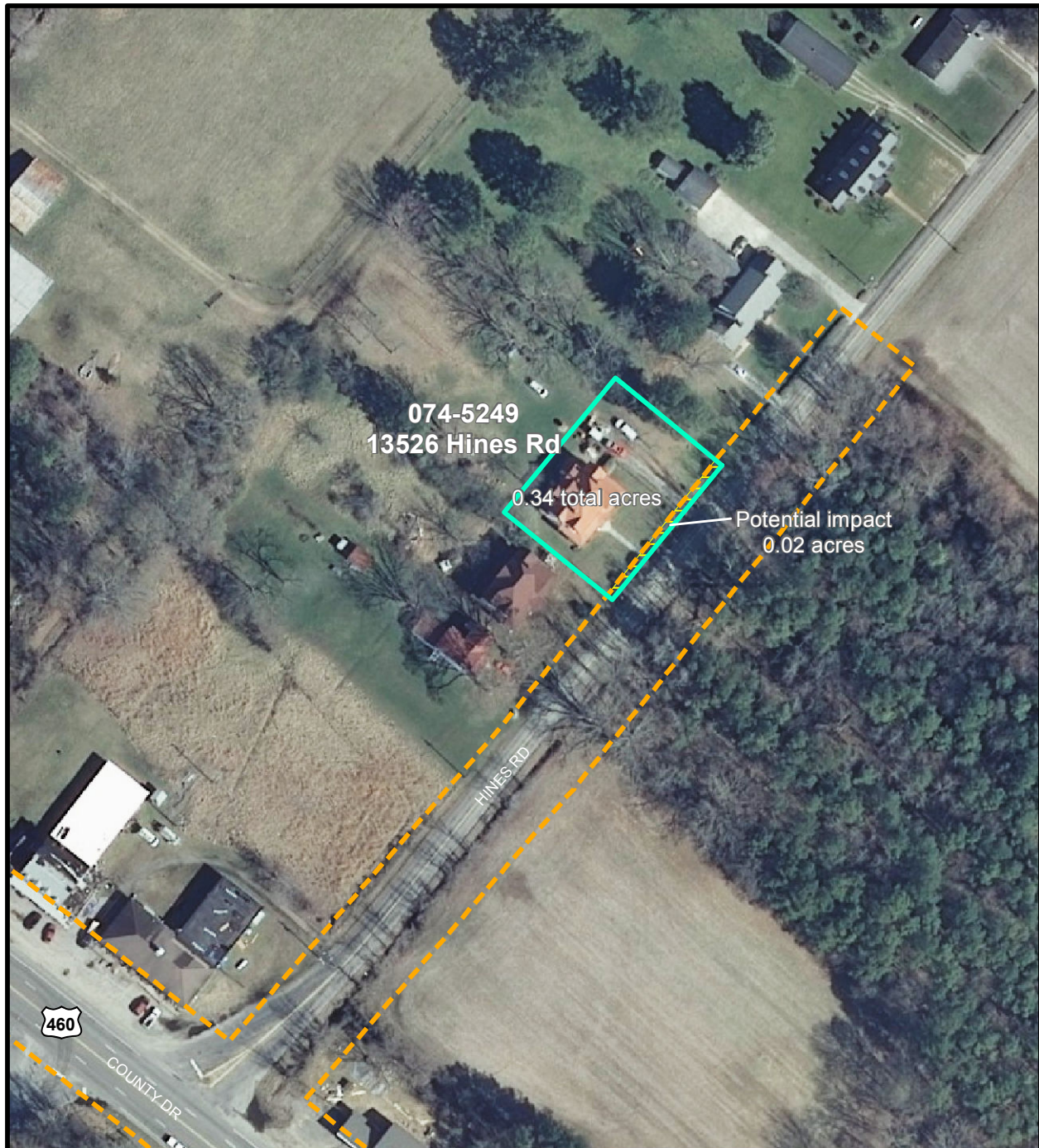
<sup>2</sup>Assumes entire contributing property parcel would be required as part of any improvement option.

#### **4.2.11 Langford Farm (VDHR No. 133-0100/NHRP Eligible)**

Alternatives 2N and 4 would result in a Section 4(f) use of the Langford Farm property because they would each entail the acquisition of a strip of right-of-way along existing Route 460 (5.24 acres for each alternative) to accommodate improvements to the existing alignment. The impacted part of the property consists of farmed fields, vegetated/forested buffer, and a portion of the driveway. The remainder of the property would not be impacted **Figure 4-21**.

#### **4.2.12 Rountree Farm (VDHR No. 133-0101/NRHP Eligible)**

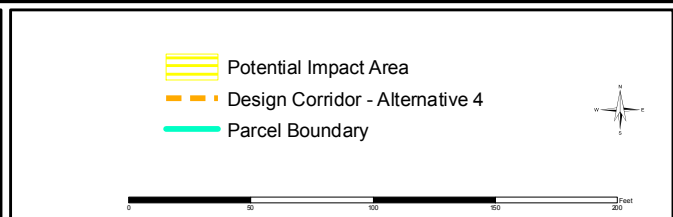
Alternatives 2N and 4 would result in a Section 4(f) use of the Rountree Farm property because they would each entail the acquisition of a strip of right-of-way along existing Route 460 (1.04 acres for each alternative) to accommodate improvements to the existing alignment. The impacted part of the property consists of farmed fields, driveway and house. The remainder of the property would not be impacted **Figure 4-22**.




Virginia Department of Transportation  
 U.S. Route 460 Corridor Improvements Project  
 VDOT Project No. 0460-969-703, P101: UPC 10043 2  
 Prince George County, Southampton County, Sussex County,  
 Surry County, Isle of Wight County and City of Suffolk, Virginia

**Figure 4-1: House at 13526 Hines Road**  
**(VDHR No. 074-5249/NRHP Eligible)**  
**Section 4(f) Resource**  
 US 460 Location Study  
 Supplemental Environmental Impact Statement

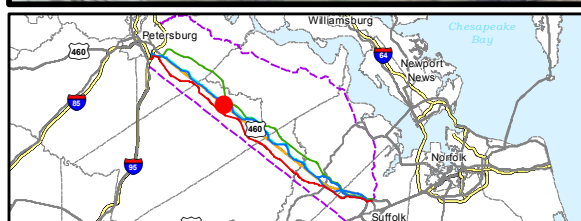








 Virginia Department of Transportation  
 U.S. Route 460 Corridor Improvements Project  
 VDOT Project No. 0460-969-703, P101: UPC 10043 2  
 Prince George County, Southampton County, Sussex County,  
 Surry County, Isle of Wight County and City of Suffolk, Virginia

**Figure 4-2: Disputanta Training School**  
**(VDHR 074-5077/NRHP Potentially Eligible)**  
**Section 4(f) Resource**  
 US 460 Location Study  
 Supplemental Environmental Impact Statement






-  Potential Impact Area
-  Design Corridor - Alternative 4
-  Parcel Boundary



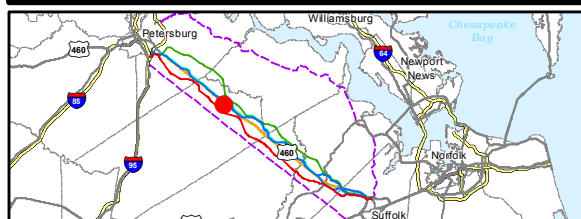
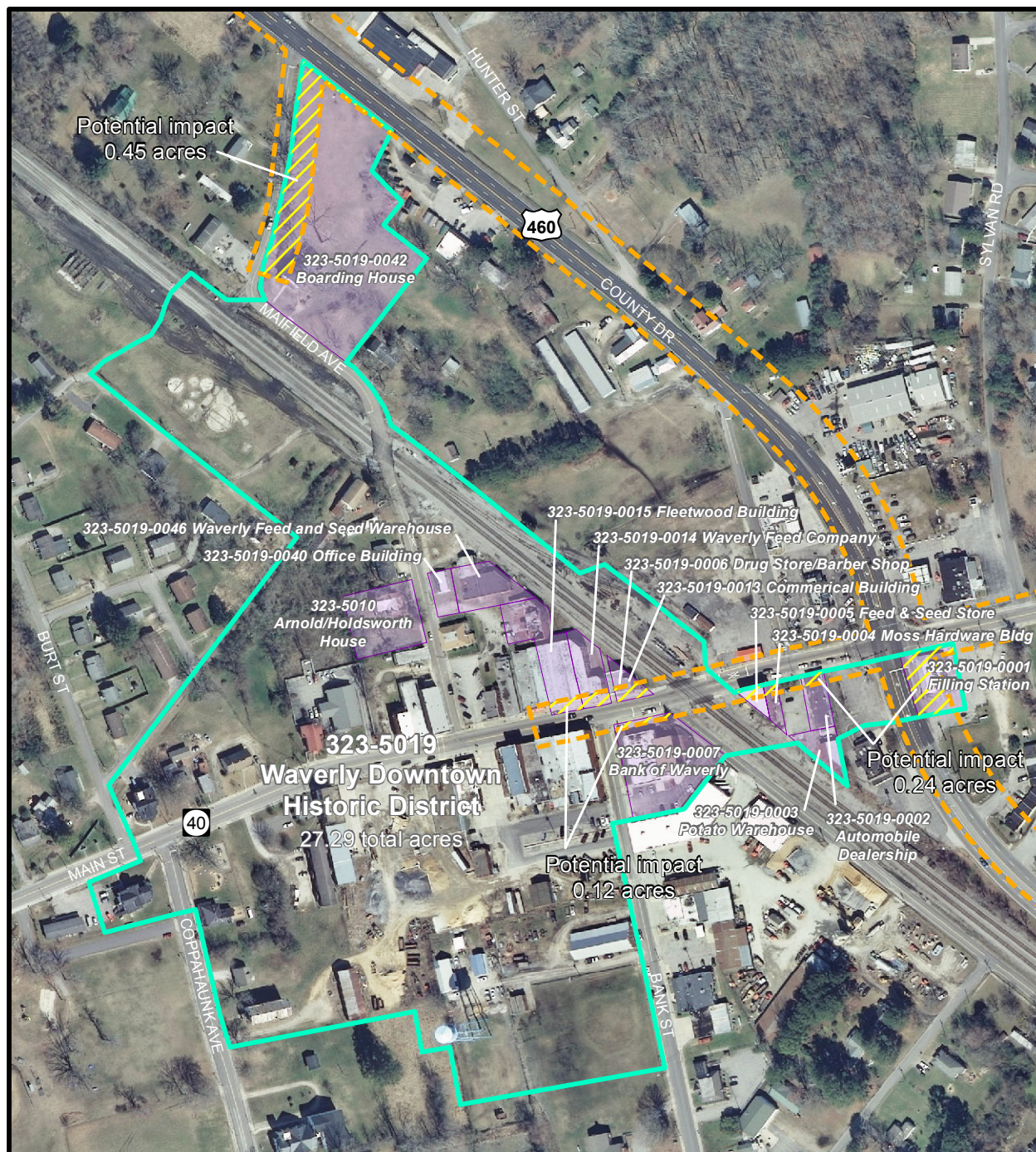
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 U.S. Route 460 Corridor Improvements Project  
 VDOT Project No. 0460-969-703, P101: UPC 10043 2  
 Prince George County, Southampton County, Sussex County,  
 Surry County, Isle of Wight County and City of Suffolk, Virginia

**Figure 4-3: Miles B. Carpenter House**  
**(VDHR No. 323-5019/NRHP Listed)**  
**Section 4(f) Resource**

US 460 Location Study  
 Supplemental Environmental Impact Statement





- Potential Contributing Element Impact Area
- Design Corridor - Alternative 4
- District Boundary
- District Contributing Property within Area of Potential Effects

0 150 300 450 600 Feet






Virginia Department of Transportation  
U.S. Route 460 Corridor Improvements Project  
VDOT Project No. 0460-969-703, P101: UPC 10043 2  
Prince George County, Southampton County, Sussex County,  
Surrey County, Isle of Wight County and City of Suffolk, Virginia

**Figure 4-4: Waverly Downtown Historic District  
VDHR No. 328-5019/NRHP Listed)  
Section 4(f) Resource**

US 460 Location Study  
Supplemental Environmental Impact Statement





-  Potential Impact Area
-  Design Corridor - Alternative 4
-  Parcel Boundary



0 50 100 150 200 Feet

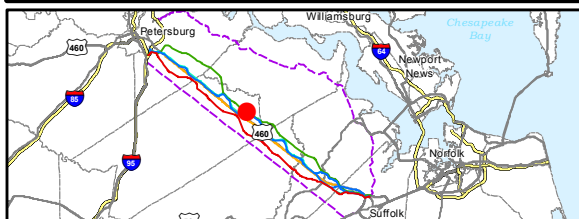
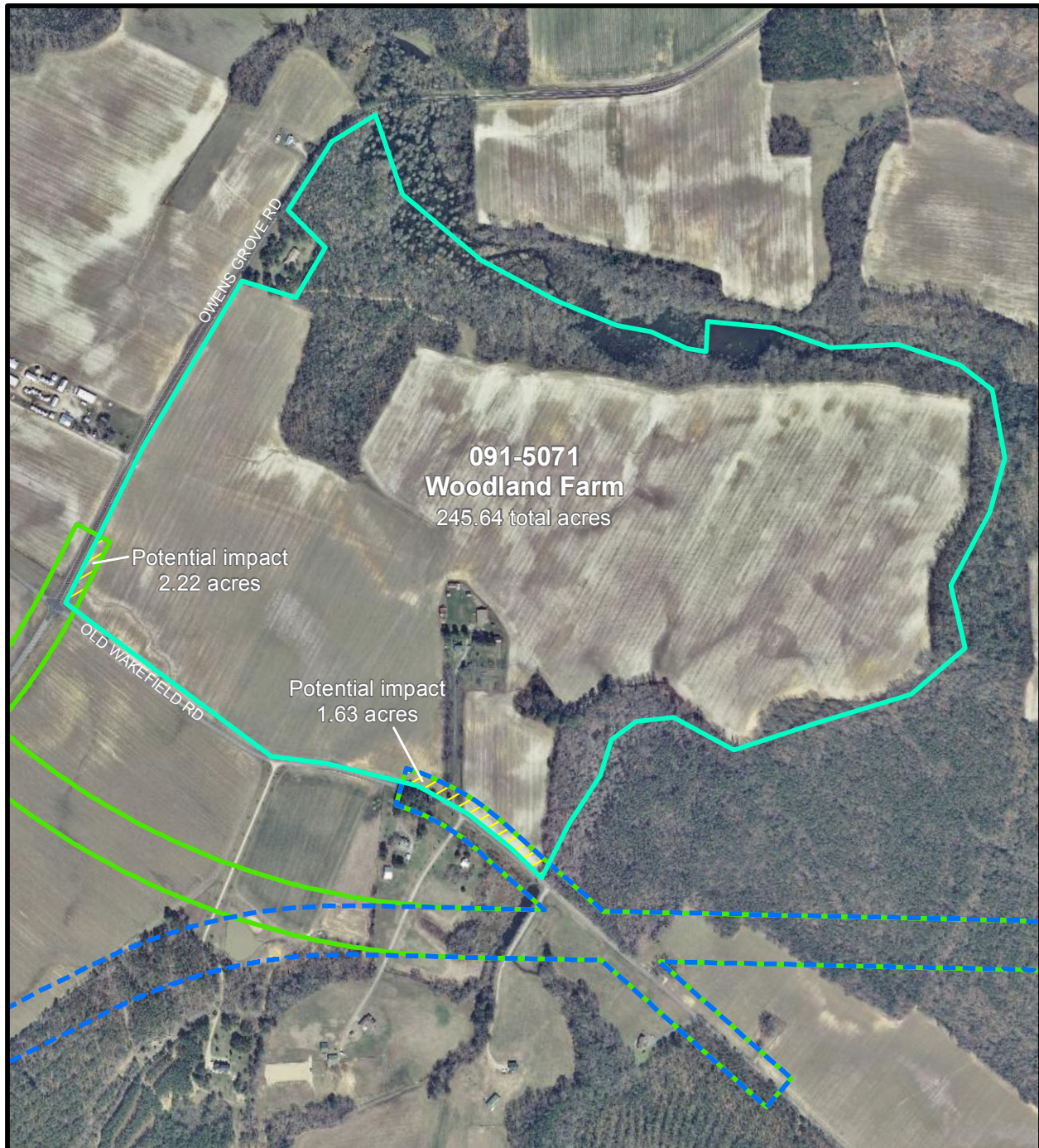


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U.S. Route 460 Corridor Improvements Project  
VDOT Project No. 0460-969-703, P101: UPC 10043 2  
Prince George County, Southampton County, Sussex County,  
Surrey County, Isle of Wight County and City of Suffolk, Virginia

**Figure 4-5: House at 202 East Main Street  
(VDHR No. 323-5031/NRHP Eligible)  
Section 4(f) Resource**

US 460 Location Study  
Supplemental Environmental Impact Statement





- Potential Impact Area
- Design Corridor - Alternative 2 & 5
- Design Corridor - Alternative 3
- Parcel Boundary



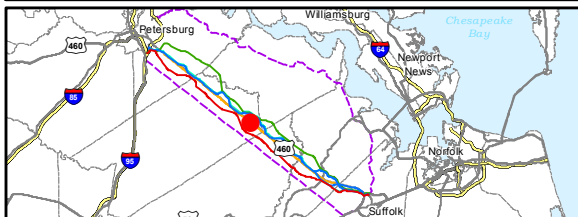
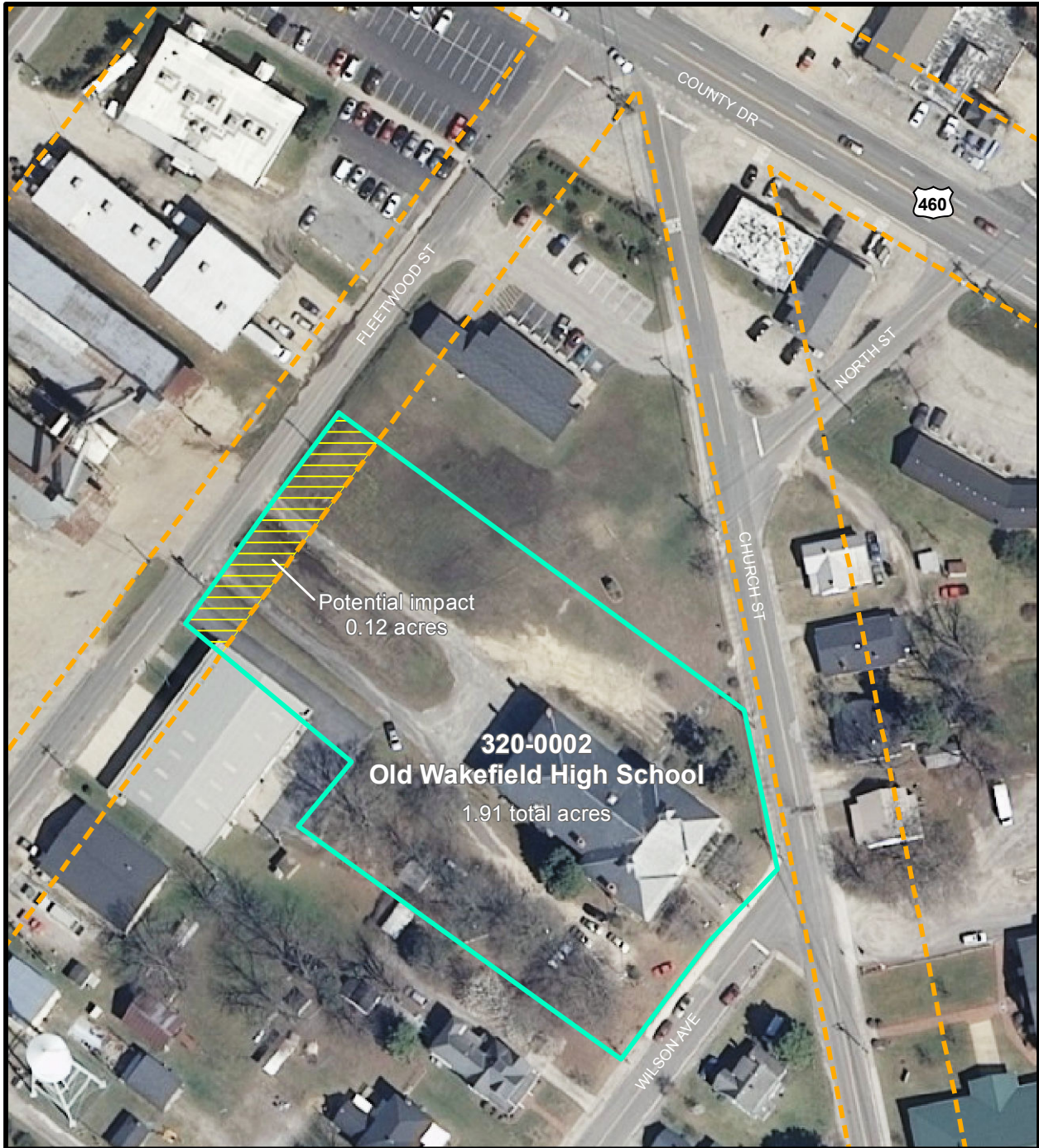
0 500 1,000 1,500 2,000 Feet




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U.S. Route 460 Corridor Improvements Project  
VDOT Project No. 0460-969-703, P101: UPC 10043 2  
Prince George County, Southampton County, Sussex County,  
Surry County, Isle of Wight County and City of Suffolk, Virginia

**Figure 4-6: Woodland Farm  
(VDHR No. 091-5071/NRHP Eligible)  
Section 4(f) Resource**

US 460 Location Study  
Supplemental Environmental Impact Statement






-  Potential Impact Area
-  Design Corridor - Alternative 4
-  Parcel Boundary



0 50 100 150 200 Feet

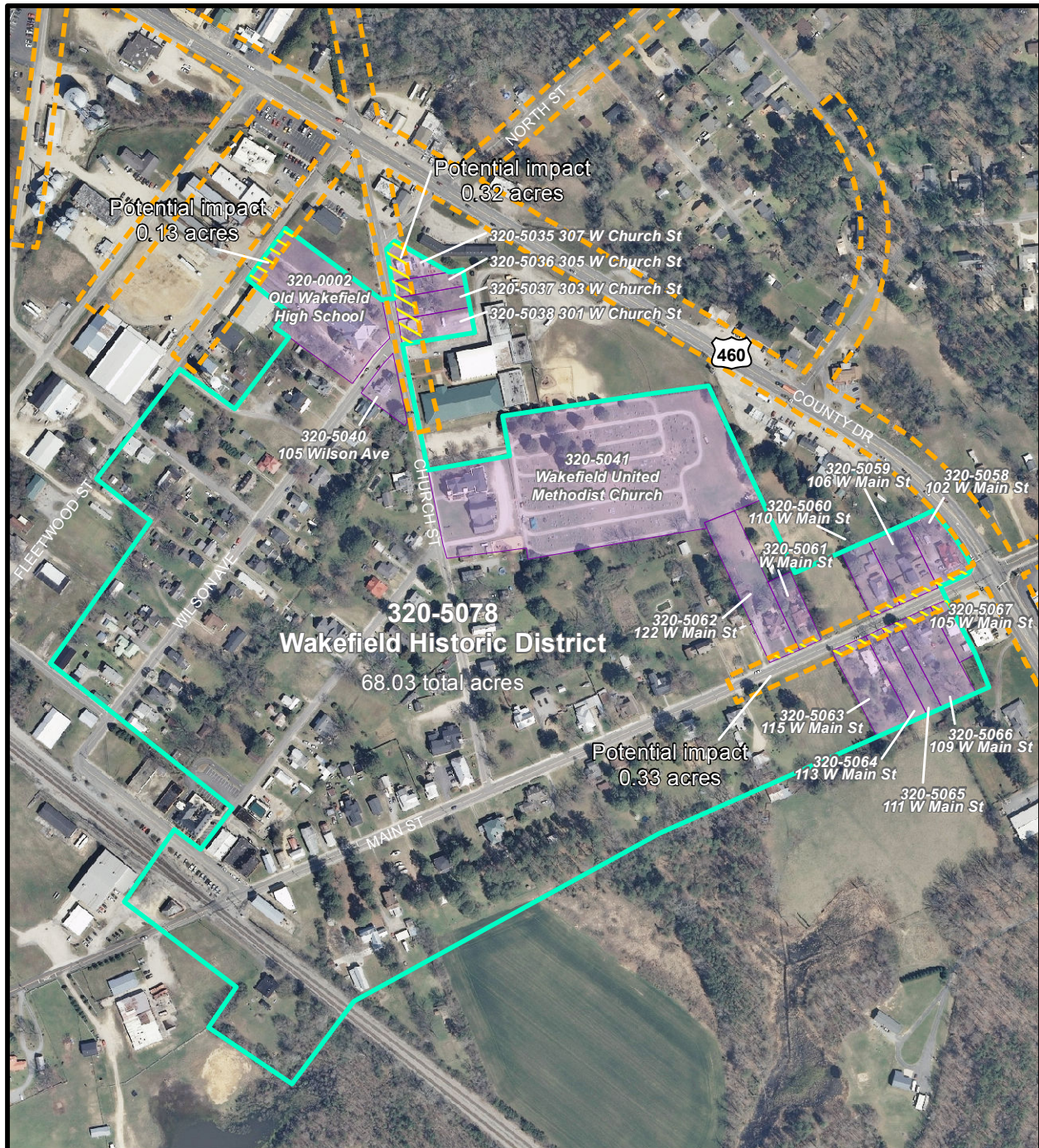


Virginia Department of Transportation  
 U.S. Route 460 Corridor Improvements Project  
 VDOT Project No. 0460-969-703, P101: UPC 10043 2  
 Prince George County, Southampton County, Sussex County,  
 Surry County, Isle of Wight County and City of Suffolk, Virginia

**Figure 4-7: Old Wakefield High School**  
**(VDHR No. 320-0002/NRHP Eligible)**  
**Section 4(f) Resource**

US 460 Location Study  
 Supplemental Environmental Impact Statement





- Potential Contributing Element Impact Area
- Design Corridor - Alternative 4
- District Boundary
- District Contributing Property within Area of Potential Effects

0 200 400 600 800 Feet

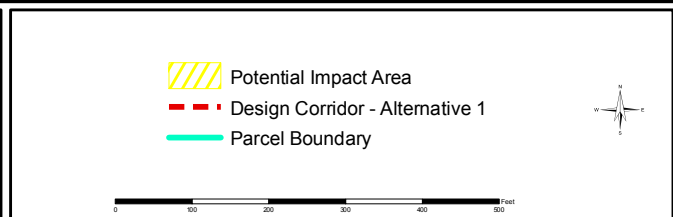
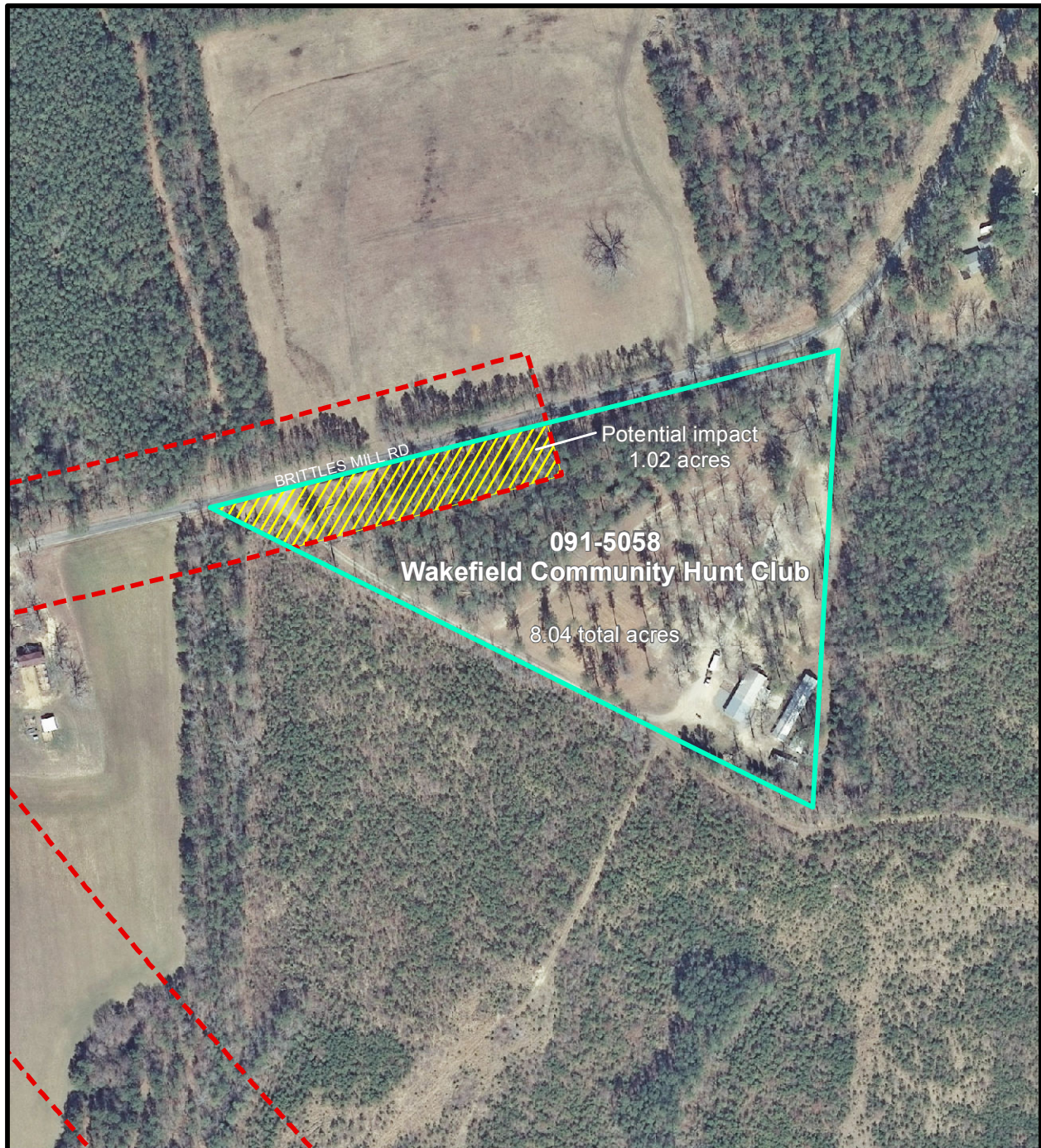



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U.S. Route 460 Corridor Improvements Project  
VDOT Project No. 0460-969-703, P101: UPC 10043 2  
Prince George County, Southampton County, Sussex County,  
Surry County, Isle of Wight County and City of Suffolk, Virginia

**Figure 4-8: Wakefield Historic District  
(VDHR No. 320-5078/NRHP Eligible)  
Section 4(f) Resource**

US 460 Location Study  
Supplemental Environmental Impact Statement

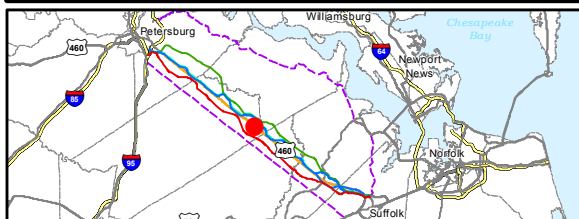








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 U.S. Route 460 Corridor Improvements Project  
 VDOT Project No. 0460-969-703, P101: UPC 10043 2  
 Prince George County, Southampton County, Sussex County,  
 Surry County, Isle of Wight County and City of Suffolk, Virginia

**Figure 4-9: Wakefield Community Hunt Club**  
**(VDHR No. 091-5058/NRHP Eligible)**  
**Section 4(f) Resource**  
 US 460 Location Study  
 Supplemental Environmental Impact Statement





-  Potential Impact Area
-  Design Corridor - Alternative 4
-  Parcel Boundary



0 50 100 150 200 Feet

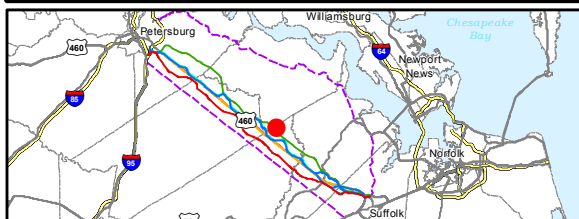





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U.S. Route 460 Corridor Improvements Project  
VDOT Project No. 0460-969-703, P101: UPC 10043 2  
Prince George County, Southampton County, Sussex County,  
Surrey County, Isle of Wight County and City of Suffolk, Virginia

**Figure 4-10: Drewry House  
(VDHR 091-0098/NRHP Eligible)  
Section 4(f) Resource**

US 460 Location Study  
Supplemental Environmental Impact Statement





-  Potential Impact Area
-  Design Corridor - Alternative 3
-  Parcel Boundary



0 250 500 750 1,000 1,250 Feet

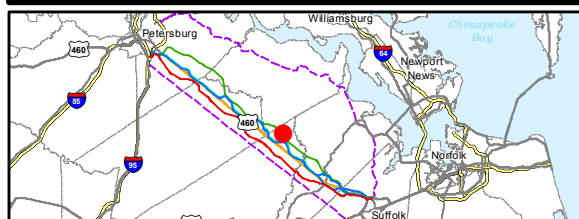


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U.S. Route 460 Corridor Improvements Project  
VDOT Project No. 0460-969-703, P101: UPC 10043 2  
Prince George County, Southampton County, Sussex County,  
Surrey County, Isle of Wight County and City of Suffolk, Virginia

**Figure 4-11: Green Level/Alice Prestlow House  
(VDHR No.087-0073/NRHP Eligible)  
Section 4(f) Resource**


US 460 Location Study  
Supplemental Environmental Impact Statement





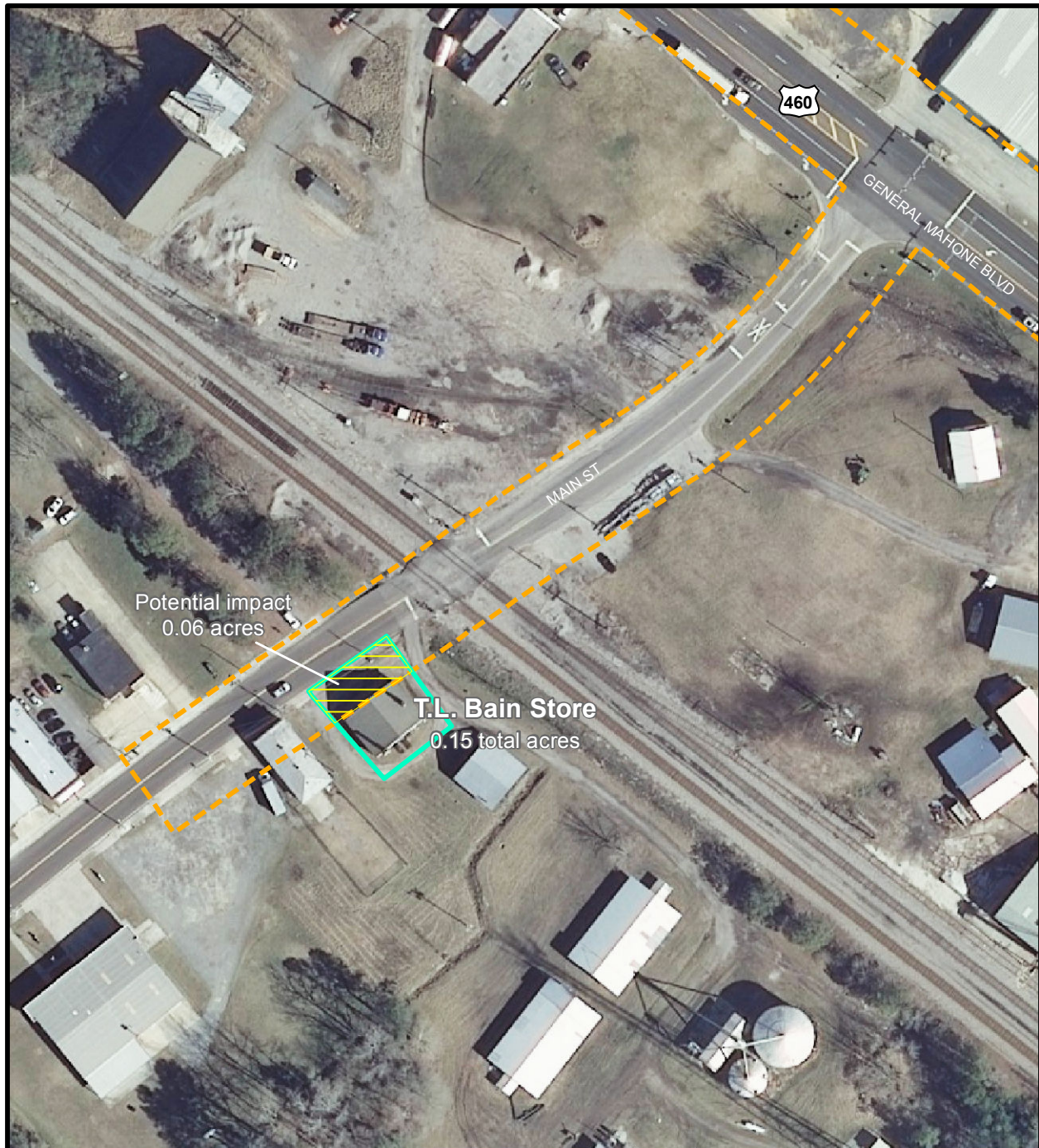
- Potential Impact Area
- Design Corridor - Alternative 3
- Parcel Boundary







 Virginia Department of Transportation  
 U.S. Route 460 Corridor Improvements Project  
 VDOT Project No. 0460-969-703, P101: UPC 10043 2  
 Prince George County, Southampton County, Sussex County,  
 Surry County, Isle of Wight County and City of Suffolk, Virginia

**Figure 4-12: Peter Holmes Farm**  
**(VDHR No. 087-0001/NRHP Eligible)**  
**Section 4(f) Resource**  
 US 460 Location Study  
 Supplemental Environmental Impact Statement





-  Potential Impact Area
-  Design Corridor - Alternative 4
-  Parcel Boundary



0 50 100 150 200 250 Feet

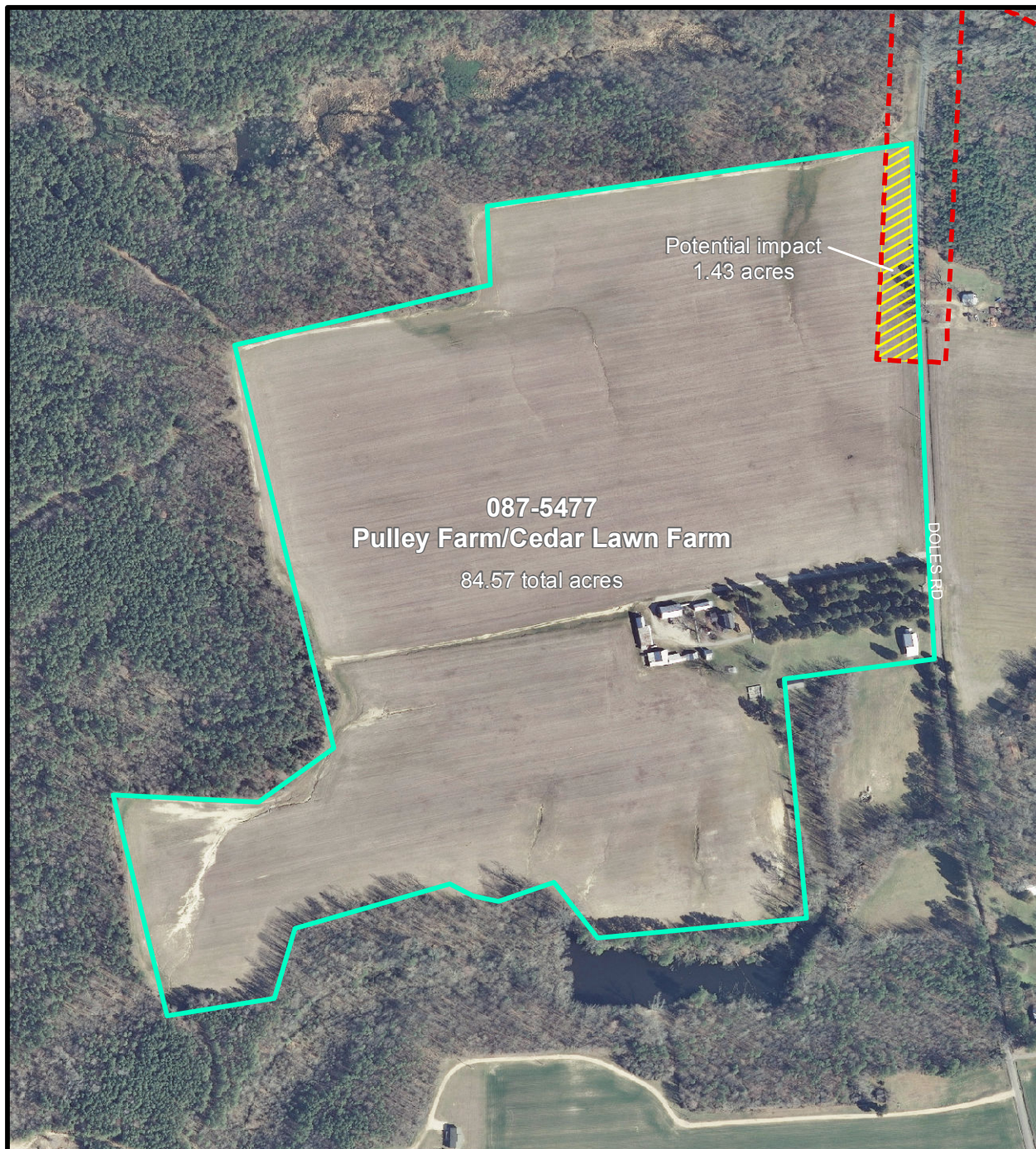





Virginia Department of Transportation  
U.S. Route 460 Corridor Improvements Project  
VDOT Project No. 0460-969-703, P101: UPC 10043 2  
Prince George County, Southampton County, Sussex County,  
Surrey County, Isle of Wight County and City of Suffolk, Virginia

**Figure 4-13: T.L. Bain Store  
(VDHR No. 243-5012/NRHP Eligible)  
Section 4(f) Resource**

US 460 Location Study  
Supplemental Environmental Impact Statement





-  Potential Impact Area
-  Design Corridor - Alternative 1
-  Parcel Boundary



0 200 400 600 800 1,000 Feet







Virginia Department of Transportation  
U.S. Route 460 Corridor Improvements Project  
VDOT Project No. 0460-969-703, P101: UPC 10043 2  
Prince George County, Southampton County, Sussex County,  
Surrey County, Isle of Wight County and City of Suffolk, Virginia

**Figure 4-14: Pulley Farm/Cedar Lawn Farm**  
**(VDHR No. 087-5477/NRHP Eligible)**  
**Section 4(f) Resource**

US 460 Location Study  
Supplemental Environmental Impact Statement





-  Potential Impact Area
-  Design Corridor - Alternative 2 & 4
-  Design Corridor - Alternative 5
-  Parcel Boundary



0 100 200 300 400 500 Feet

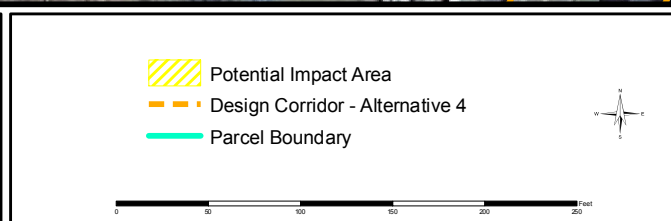
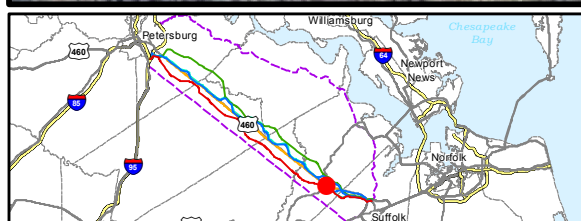



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VDOT Project No. 0460-969-703, P101: UPC 10043 2  
Prince George County, Southampton County, Sussex County,  
Surrey County, Isle of Wight County and City of Suffolk, Virginia

**Figure 4-15: Helen Johnson Hobbs Store  
(VDHR No. 046-5101/NRHP Eligible)  
Section 4(f) Resource**

US 460 Location Study  
Supplemental Environmental Impact Statement

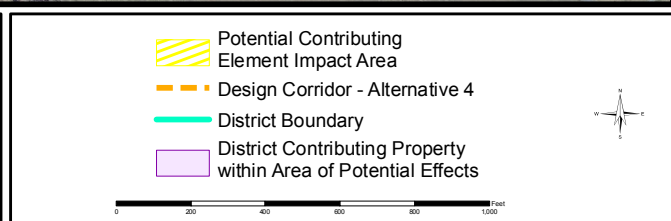
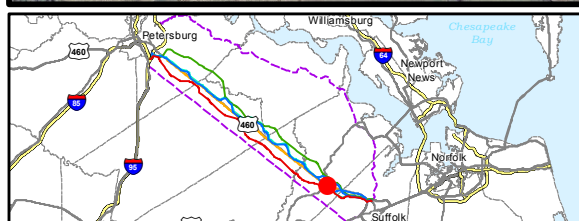
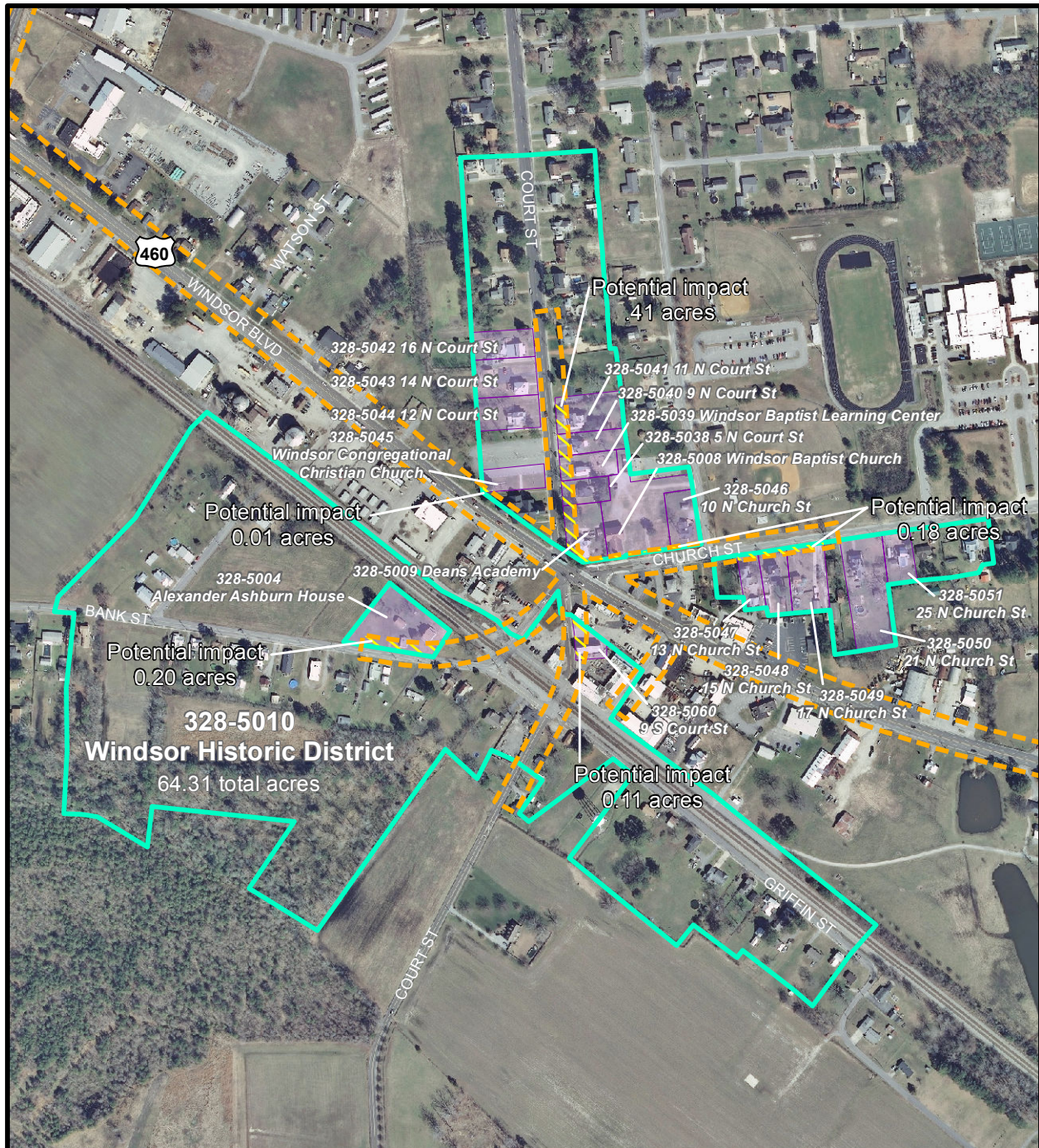






 Virginia Department of Transportation  
 U.S. Route 460 Corridor Improvements Project  
 VDOT Project No. 0460-969-703, P101: UPC 10043 2  
 Prince George County, Southampton County, Sussex County,  
 Surry County, Isle of Wight County and City of Suffolk, Virginia

**Figure 4-16: Alexander Ashburn House**  
**(VDHR No. 328-5004/NRHP Potentially Eligible)**  
**Section 4(f) Resource**  
 US 460 Location Study  
 Supplemental Environmental Impact Statement

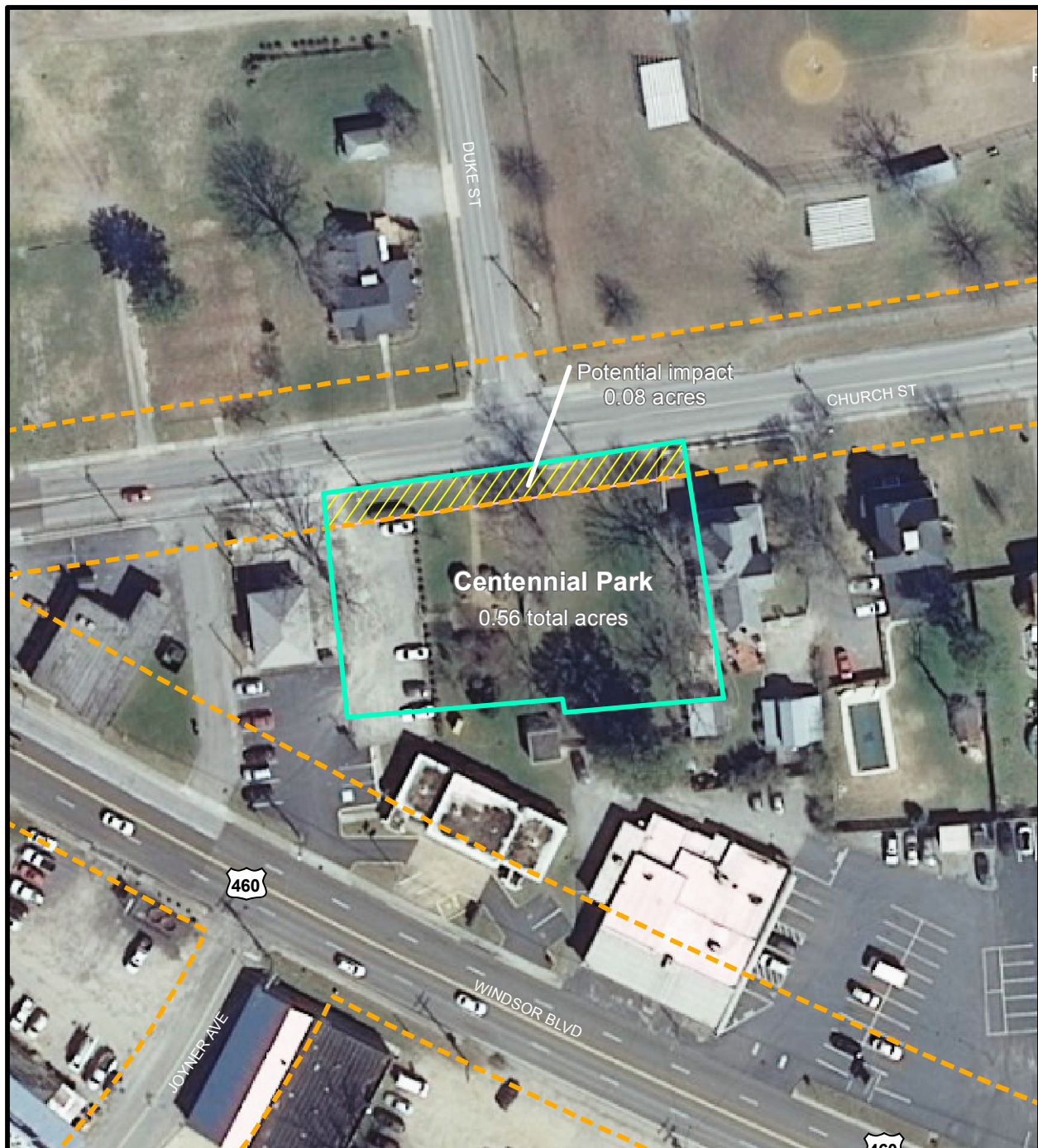








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**Figure 4-17: Windsor Historic District**  
**(VDHR 328-5010/NRHP Eligible)**  
**Section 4(f) Resource**  
 US 460 Location Study  
 Supplemental Environmental Impact Statement





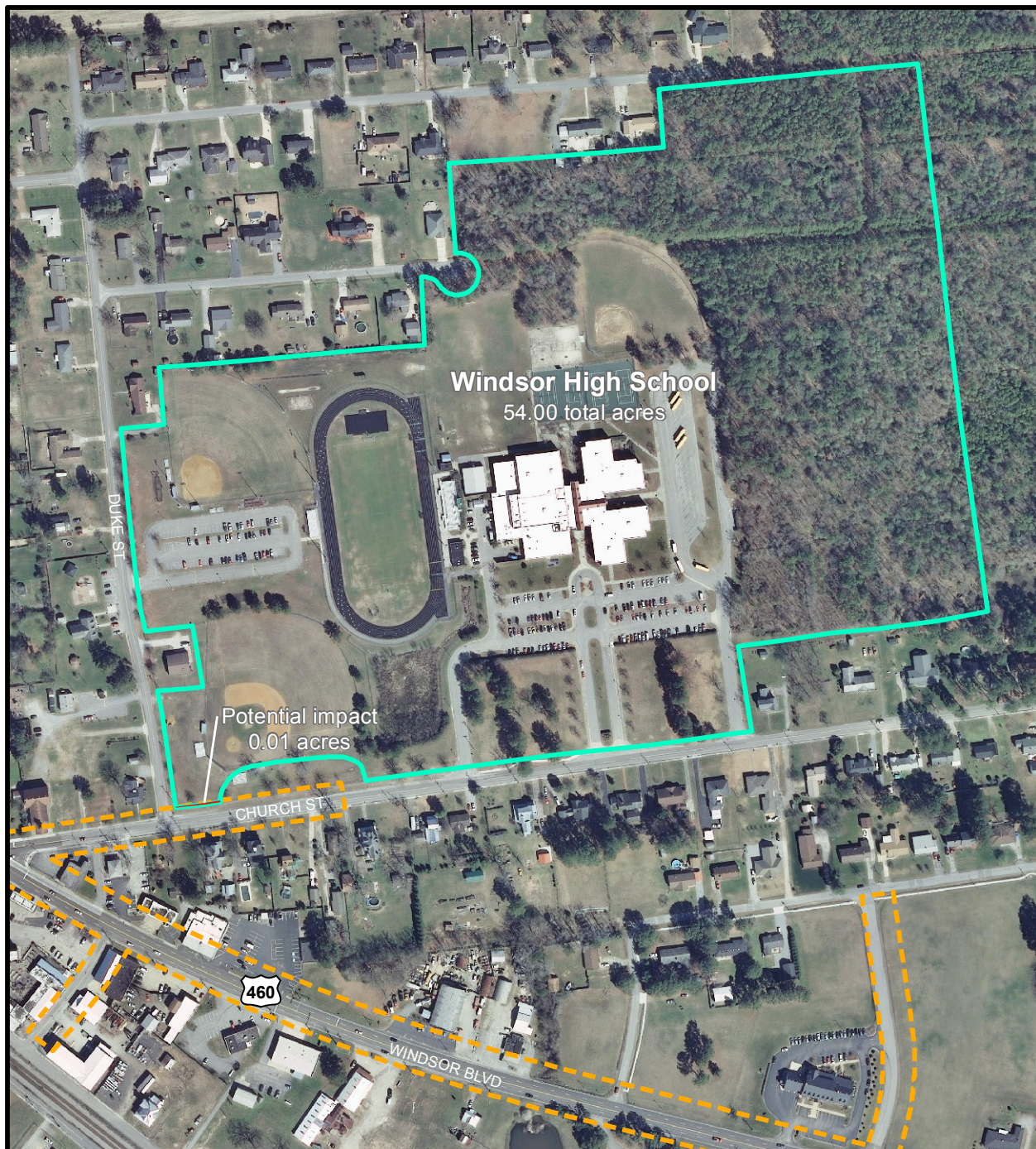
-  Potential Impact Area
-  Design Corridor - Alternative 4
-  Parcel Boundary



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**Figure 4-18: Centennial Park  
Section 4(f) Resource**  
US 460 Location Study  
Supplemental Environmental Impact Statement





- Potential Impact Area
- Design Corridor - Alternative 4
- Parcel Boundary



0 200 400 600 800 1000 Feet

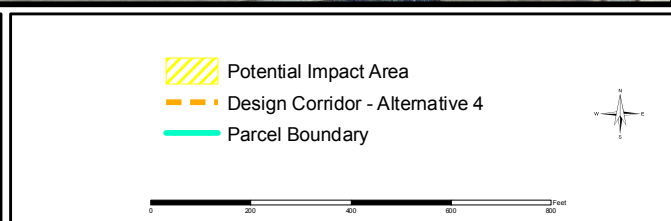



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**Figure 4-19: Windsor High School  
Section 4(f) Resource**

US 460 Location Study  
Supplemental Environmental Impact Statement

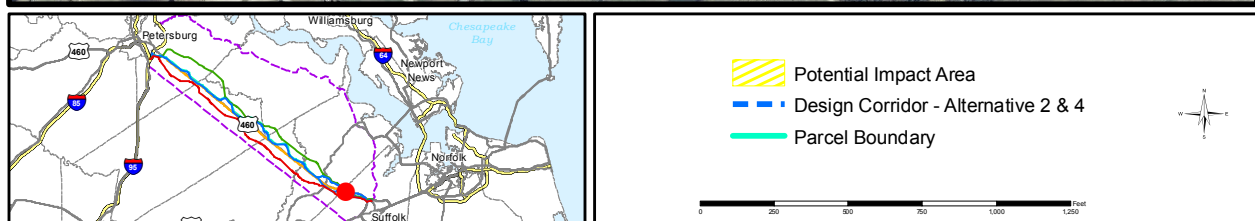






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 VDOT Project No. 0460-969-703, P101: UPC 10043 2  
 Prince George County, Southampton County, Sussex County,  
 Surry County, Isle of Wight County and City of Suffolk, Virginia

**Figure 4-20: Henry Saunders House**  
**(VDHR No. 046-0006/NRHP Listed)**  
**Section 4(f) Resource**  
 US 460 Location Study  
 Supplemental Environmental Impact Statement

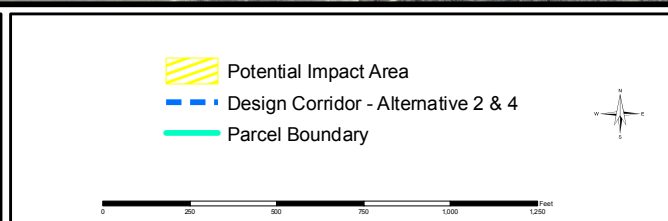
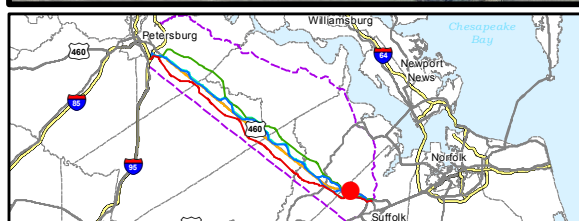






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 Prince George County, Southampton County, Sussex County,  
 Surry County, Isle of Wight County and City of Suffolk, Virginia

**Figure 4-21: Langford Farm**  
**(VDHR No. 133-0100/NRHP Eligible)**  
**Section 4(f) Resource**  
US 460 Location Study  
 Supplemental Environmental Impact Statement









 Virginia Department of Transportation  
 U.S. Route 460 Corridor Improvements Project  
 VDOT Project No. 0460-969-703, P101: UPC 10043 2  
 Prince George County, Southampton County, Sussex County,  
 Surry County, Isle of Wight County and City of Suffolk, Virginia

**Figure 4-22: Rountree Farm**  
**(VDHR No. 133-0101/NRHP Eligible)**  
**Section 4(f) Resource**  
 US 460 Location Study  
 Supplemental Environmental Impact Statement





-  Potential Impact Area
-  Design Corridor - Alternative 2 & 4
-  Parcel Boundary



Virginia Department of Transportation  
 U.S. Route 460 Corridor Improvements Project  
 VDOT Project No. 0460-969-703, P101: UPC 10043 2  
 Prince George County, Southampton County, Sussex County,  
 Surry County, Isle of Wight County and City of Suffolk, Virginia

**Figure 4-23: Pruden Farm  
 (VDHR No. 133-0102/NRHP Eligible)  
 Section 4(f) Resource**

US 460 Location Study  
 Supplemental Environmental Impact Statement





- Potential Impact Area
- Design Corridor - Alternative 2 & 4
- Parcel Boundary



0 100 200 300 400 500 Feet



Virginia Department of Transportation  
U.S. Route 460 Corridor Improvements Project  
VDOT Project No. 0460-969-703, P101: UPC 10043 2  
Prince George County, Southampton County, Sussex County,  
Surrey County, Isle of Wight County and City of Suffolk, Virginia

### Figure 4-24: King's Fork Athletic Complex Section 4(f) Resource

US 460 Location Study  
Supplemental Environmental Impact Statement

## 5.0 AVOIDANCE ANALYSIS

Due to the identification of multiple Section 4(f) properties located within the Design Corridor of each alternative under consideration in the SEIS, avoidance options were considered. As noted in **Table 5-1** below, each of the 5 existing alternatives currently under consideration in the SEIS provides avoidance for individual Section 4(f) resources located along the other alternatives. However, there wasn't a single alternative advanced in the SEIS that serves as a complete avoidance alternative. Because none of the current alternatives provide complete avoidance, additional alternatives were evaluated that avoid all Section 4(f) property.

**Table 5-1: Summary of Section 4(f) Resource Impacts**

Figure	Resource	SEIS Alternatives Under Consideration					Avoidance Alternative(s)
		1	2	3	4	5	
4-2	Disputanta Training School	No Use	No Use	No Use	0.17	No Use	Alternatives 1, 2, 3, and 5 avoid this property but impact other Section 4(f) Properties. Alternative 1A, 2A, 3A, 4A, and 5A offer complete Avoidance of all Section 4(f) Property.
4-3	Miles B. Carpenter House	No Use	No Use	No Use	0.36 acres	No Use	Alternatives 1, 2, 3, and 5 avoid this property but impact other Section 4(f) Properties. Alternative 1A, 2A, 3A, 4A, and 5A offer complete Avoidance of all Section 4(f) Property.
4-4	Town of Waverly Historic District <sup>1</sup>	No Use	No Use	No Use	.81 acres	No Use	Alternatives 1, 2, 3 and 5 avoid this property but impact other Section 4(f) Properties. Alternative 1A, 2A, 3A, 4A, and 5A offer complete Avoidance of all Section 4(f) Property.
4-8	Town of Wakefield Historic District <sup>1</sup>	No Use	No Use	No Use	.78 acres	No Use	Alternatives 1, 2, 3 and 5 avoid this property but impact other Section 4(f) Properties. Alternative 1A, 2A, 3A, 4A, and 5A offer complete Avoidance of all Section 4(f) Property.
4-10	Drewry House	No Use	No Use	No Use	1.18 acres	No Use	Alternatives 1, 2, 3 and 5 avoid this property but impact other Section 4(f) Properties. Alternative 1A, 2A, 3A, 4A, and 5A offer complete Avoidance of all Section 4(f) Property.
4-12	Peter Holmes Farm	No Use	No Use	17.94 acres	No Use	No Use	Alternatives 1, 2, 4, and 5 avoid this property but impact other Section 4(f) Properties. Alternatives 1A, 2A, 3A, 4A, and 5A offer complete Avoidance of all Section 4(f) Property.
4-13	T.L. Bain	No Use	No Use	No Use	0.06	No Use	Alternatives 1, 2, 3, and 5 avoid this property but impact other Section 4(f) Properties. Alternative 1A, 2A, 3A, 4A, and 5A offer complete Avoidance of all Section 4(f) Property.
4-15	Helen Johnson Hobbs House/Store	No Use	0.32 acres	No Use	0.32 acres	4.89 acres	Alternatives 1, 3, avoid this property but impact other Section 4(f) Properties. Alternatives 1A, 2A, 3A, 4A, and 5A offer complete Avoidance of all Section 4(f) Property.

Figure	Resource	SEIS Alternatives Under Consideration					Avoidance Alternative(s)
		1	2	3	4	5	
4-16	Alexander Ashburn House	No Use	No Use	No Use	0.20 acres	No Use	Alternatives 1, 2, 3 and 5 avoid this property but impact other Section 4(f) Properties. Alternatives 1A, 2A, 3A, 4A, and 5A offer complete Avoidance of all Section 4(f) Property.
4-17	Town of Windsor Historic District <sup>1</sup>	No Use	No Use	No Use	0.91 acres	No Use	Alternatives 1, 2, 3 and 5 avoid this property but impact other Section 4(f) Properties. Alternative 1A, 2A, 3A, 4A, and 5A offer complete Avoidance of all Section 4(f) Property.
4-21	Langford Farm	No Use	5.24 acres	No Use	5.24 acres	No Use	Alternatives 1, 3, and 5 avoid this property but impact other Section 4(f) Properties. Alternatives 1A, 2A, 3A, 4A, and 5A offer complete Avoidance of all Section 4(f) Property.
4-22	Rountree Farm	No Use	1.04 acres	No Use	1.04 acres	No Use	Alternatives 1, 3, and 5 avoid this property but impact other Section 4(f) Properties. Alternatives 1A, 2A, 3A, 4A, and 5A offer complete Avoidance of all Section 4(f) Property.

<sup>1</sup> For historic districts, the estimated acreage does not include impacts to non-historic or non-contributing properties within the historic district per FHWA Section 4(f) policy

In accordance with 23 CFR 774.17, an avoidance alternative is not feasible if it cannot be built as a matter of sound engineering judgment, and an alternative is not prudent if:

1. It compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose;
2. It results in undesirable safety or operational problems;
3. After reasonable mitigation, it still causes:
  - a. Severe social, economic, or environmental impacts;
  - b. Severe disruption to established communities;
  - c. Severe disproportionate impacts to minority or low income populations; or
  - d. Severe impacts to environmental resources protected under other federal statutes;
4. It results in additional construction, maintenance, or operational costs of an extraordinary magnitude;
5. It causes other unique problems or unusual factors; or
6. It involves multiple factors as described above, that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.



## 5.1 COMPLETE AVOIDANCE LOCATION ALTERNATIVES

### 5.1.1 Minor Alignment Shifts

Each of the alternatives under consideration in the SEIS were reviewed for possible modification in order to provide for complete avoidance of the impacted Section 4(f) properties identified in **Section 4** of this evaluation. Based on this review and summarized in **Table 5-2**, the Design Corridors for Alternatives 1, 2, 3, 4, and 5 were able to be modified to completely avoid all Section 4(f) properties. These “new” avoidance alternatives are referred to as Alternatives 1A, 2A, 3A, 4A, and 5A; see **Figures 5-1 through 5-15** which depict how each resource associated with these alternatives would be avoided whether the resource would have a potential de minimis impact or other Section 4(f) impact.

Additionally, these minor shifts are not expected to have considerable bearing on costs or potential impacts because the shifts are minor, and the land uses are similar with the exception of Alternative 4 as noted below. The key difference is that the impacts have been shifted to non-Section 4(f) resources. Because these modifications are minor, the typical sections, design criteria, and general descriptions for alternatives 1, 2, 3, 4, and 5 in **Section 2.2** need not be modified. However, Alternative 4 warrants additional discussion. For Alternative 4, there are historic districts located along the existing alignment associated with the towns of Windsor, Wakefield, and Waverly, each containing a number of contributing elements. There are also other resources located in these towns or in the vicinity of these towns protected by Section 4(f). There are three options available under Alternative 4A at these three towns to avoid the collection of resources in these locations:

- a) Utilize one or more of the bypasses of these towns (which is reflected in the **Table 5-2** below and the figures that follow) are included in Alternatives 2 and 5 to completely avoid each historic district, creating a hybrid alternative that essentially includes improvements through some of the towns and bypasses of other towns. Unlike the minor shifts referenced above and considered for the other resources, the difference in cost and impacts associated with the bypasses would be considerable when compared to the cost and impacts associated with the improvements through the towns and may approach impacts of an extraordinary magnitude;
- b) Do not make any improvements within or adjacent to the historic districts to avoid use of the historic districts, the contributing elements, and the other resources located there. Proceeding in this manner should have minimum effect on the ability of this alternative to meet the Purpose and Need because the total length of this alternative that would be affected by this option is minor when compared to its overall length; or
- c) Minimize the improvements through the towns and within or adjacent to the historic districts sufficiently to avoid any use of the historic districts and its contributing elements. **Figures 4-4, 4-8, and 4-17** depict the historic districts associated with the towns of Windsor, Wakefield, and Waverly, and the contributing elements to those historic districts. A review of these figures show that the majority of impacts to the historic districts are from proposed but undefined improvements to side streets as opposed to improvements along main line Route 460. In developing the typical section for Alternative 4, it was assumed that improvements would be needed at the intersecting side streets to provide a transition from the main line to the side streets in order to tie the main line improvements into the existing



grade and typical section of those streets. Accordingly, a set Design Corridor was used and is depicted in the figures at each side street to accommodate any transition that would be needed, even though that transition would vary based on the nature of the side street and the traffic it would carry. Under this third option, improvements to the side streets to accommodate a transition from the main line improvements would be minimized in order to avoid any Section 4(f) use or reduce the use to a *de minimis* use, if possible.

When it comes to historic districts, it has been FHWA's long-standing policy that Section 4(f) applies to those properties that are considered contributing to the eligibility of the historic district as well as any individually eligible property within the district. When a project requires land from a non-historic or non-contributing property lying within a historic district, there is no direct use of the historic district for purposes of Section 4(f). If a project requires land from a non-historic or non-contributing property, and the Section 106 consultation results in a determination of adverse effect to the district as a whole, further assessment is required to determine whether or not there will be use of a non-historic or non-contributing element that substantially impairs the activities, features or attributes related to the eligibility of the historic district. Under option a) and b), there would be no constructive use of the district. For option c), the Section 106 consultation has not taken place yet, but if main line improvements to Route 460 take place while minimizing the improvements to the side streets, there may very well be a use of land from non-historic or non-contributing properties resulting in a Section 106 adverse effect. While an effect determination has not yet been made, it is not anticipated that the effect substantially impairs the activities, features or attributes related to the eligibility of the historic district given the nature of the improvements proposed through the towns.

The minimization of improvements along the side streets would be considered at the following locations and affect the following resources:

**Town of Windsor:**

Court Street:	House, 5 North Court St. (328-5038) House, 9 North Court St. (328-5040) House, 11 North Court St. (328-5041) Windsor Baptist Learning Center (328-5039) Deans Academy (328-5009) House, 9 South Court St. (328-5060)
Church Street:	House, 13 North Church Street (328-5047) House, 15 North Church Street (328-5048) House, 17 North Church Street (328-5049) Windsor Baptist Church (328-5008) Windsor High School <sup>1</sup> Centennial Park <sup>1</sup>
Bank Street:	Alexander Ashburn House (328-5004) <sup>2</sup>

<sup>1</sup> These resources are non-contributing

**Town of Wakefield:**

Church Street: House, 307 West Church St. (320-5035)  
House, 305 West Church St. (320-5036)  
House, 303 West Church St. (320-5037)  
House, 301 West Church St. (320-5038)

Fleetwood Street: Old Wakefield High School (320-0002)

Main Street: House, 105 West Main Street (320-5067)  
House, 109 West Main Street (320-5066)  
House, 111 West Main Street (320-5065)  
House, 113 West Main Street (320-5064)  
House, 115 West Main Street (320-5063)  
House, 102 West Main Street (320-5058)  
House, 106 West Main Street (320-5059)  
House, 110 West Main Street (320-5060)  
House, 122 West Main Street (320-5062)  
House, West Main Street (320-5061)

**Waverly:**

Main Street: Filling Station, 101 South County Dr. (323-5019-0001)  
Automobile Dealership, 109 West Main St. (323-5019-0002)  
Moss Hardware Building (323-5019-0003)  
Feed and Seed Store (323-5019-0005)  
Bank of Waverly (323-5019-0007)  
Drug Store/Barber Shop (323-5019-0006)  
Commercial Building (323-5019-0013)  
Waverly Feed Company (323-5019-0014)  
Fleetwood Building (323-5019-0015)  
House, 202 East Main Street (323-5031)<sup>1</sup>

Maifield Avenue: Boarding House (323-5019-0042)

In the case of the filling station located at 101 South County Drive (i.e. Route 460), it would be impacted by the improvements on Route 460 also. These impacts, along with others to non-Section 4(f) properties located east of Route 460, could be avoided by shifting the alignment to the west. This would impact a comparable number of properties, none of which are protected by Section 4(f), on the west side of Route 460.

The three options presented above allow for all Section 4(f) impacts associated with the towns of Windsor, Wakefield, and Waverly Historic Districts along Alternative 4 to be avoided. Should Alternative 4 be identified as the preferred alternative and advanced for further development, then these options would be addressed in more detail, either individually or in combination, in the final Section 4(f) Evaluation to ensure that there would be no Section 4(f) use of these resources.

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<sup>2</sup> This resource is both individually listed and contributing

## **Norfolk and Petersburg Railway**

The Norfolk and Petersburg Railway runs the length of the corridor and generally parallels existing Route 460 for most of its length. In several locations, the Route 460 corridor shifts away from the railway, most notably in the Town of Wakefield and east of the Town of Windsor. Currently in the corridor, the railway is crossed 12 times by side streets and secondary/primary roads with at grade-crossings and 6 times with grade separated crossings where the road bridges the railway (i.e., I-295/Petersburg terminus, Route 156, Route 602, Route 635, Route 645, and Route 58/south of the eastern terminus). The railway is visible from existing Route 460 at a few locations throughout the corridor, but for the most part, the railway is sufficiently removed from Route 460 or the view is obscured by vegetation and the landscape. For example, between the Petersburg terminus and the Town of Waverly, the railroad is located approximately 500 feet from Route 460 and not visible. From the Town of Waverly to just west of the Town of Wakefield, Norfolk and Petersburg Railway is located approximately 100 feet from Route 460 and is visible as the vegetation and landscape allows. Between the towns of Wakefield and Windsor, the railway is located approximately 400 feet from Route 460 and the visibility from Route 460 is obscured. East of the Town of Windsor, Route 460 turns to the north and moves away from the railroad until it ties into Route 58 where Route 460 is over two miles from the railway.

There may be improvements to the side streets and secondary roads associated with Alternative 4 that may require additional improvements at existing at-grade crossings. To accomplish these improvements, VDOT would obtain a temporary construction easement but not acquire any right-of-way from the railway, avoiding any use. Since these existing at-grade crossings would be maintained as at-grade crossings, FHWA does not expect that the improvements would adversely affect the railway.

Three of the alternatives will cross the railway and require grade-separated crossings. Alternative 1 would cross the Norfolk and Petersburg Railway once east of the Town of Windsor, Alternative 3 would cross the railway once just east of the Petersburg terminus, and Alternative 5S would cross the railway twice, west and east of the Town of Windsor. Any grade-separated crossings of the railway would be designed to span the existing right-of-way in its entirety and not use any railway right-of-way, as illustrated in the conceptual rendering of a grade-separated railway crossing shown in **Figure 5-1**. The crossing would require a permanent aerial easement that has to be considered in light of Section 4(f).

Based on FHWA's Section 4(f) Policy, bridging a historic resource protected by Section 4(f) does not constitute a use if it does not substantially impair the historic values of the site. While FHWA has not formally consulted with the SHPO on the effect that the project may have on the Norfolk and Petersburg Railway, bridging the railway may result in an adverse effect because of the visual impact on the linear, at-grade feeling associated with it. However, FHWA does not expect that this effect would rise to the level of substantial impairment. The reason for this is that the Norfolk and Petersburg Railway in the project study area is 55 miles long and adding a single grade separated crossing (or two grade-separated crossings in the case of Alternative 5S) would not substantially impair the historic value of the resource. In addition, there are already six grade-separated crossings of the railway in the study area and adding one or two more over its 55 mile length would not constitute a substantial impairment.



Finally, few people experience the linear, at-grade feeling associated with the alignment and location of the railway because the view of the railway from Route 460 is obscured over much of its length. Therefore, the visual impact created by the addition of a grade-separated crossing will not be substantial for travelers on Route 460. With the possible exception of the Alternative 5S grade-separated crossing west of the Town of Windsor, the other crossings would not be visible from Route 460. The only individuals that experience the railway for its entire length are those that work for and use the railway. However, the visual impact on them is not expected to be substantial because they already experience six grade-separated crossings. Consultation with the SHPO and a final determination regarding whether the aerial easement constitutes a Section 4(f) use would be made after the draft SEIS is circulated and provided one of these alternatives (or segments of these alternatives that would involve a crossing) are advanced as the preferred alternative.

**Figure 5-1: Rendering of Avoidance Design for Alternative 1- Grade Separated Railway Crossing**



Table 5-2: Summary of Section 4(f) Avoidance Alternatives

Figure	Resource	Avoidance Alternative(s)	Principle Design Corridor Change(s)	Net Change in Right-of-Way Impacts
5-2	House at 13526 Hines Road	4A	Alignment shifted west	± 23 less parcel acquisitions due to bypassing the Town of Waverly
5-2	Disputanta Training School	4A	Alignment shifted south	Two less parcel acquisitions
5-3	Town of Waverly Historic District	4A	Bypass to the north	± 23 less parcel acquisitions due to bypassing the Town of Waverly
5-3	House at 202 E. Main St.	4A	Alignment shifted north	No change in parcel acquisitions anticipated
5-3, 5-4	Miles B. Carpenter House	4A	Alignment shifted north	± 23 less parcel acquisitions due to bypassing the Town of Waverly
5-5	Woodland Farm	2A	Alignment shifted south/southwest	No change in parcel acquisitions
		3A		
		5A		
5-6	Town of Wakefield Historic District	4A	Bypass to the north	± 18 less parcel acquisitions due to bypassing the Town of Wakefield
5-6	Old Wakefield High School	4A	Alignment shifted north	± 18 less parcel acquisitions due to bypassing the Town of Wakefield
5-6, 5-7	Drewry House	4A	Alignment shifted north	± 18 less parcel acquisitions due to bypassing the Town of Wakefield
5-8	Wakefield Community Hunt Club	1A	Alignment shifted west	One additional parcel acquisition
5-9	Green Level/Alice Farm	3A	Alignment shifted southwest	No change in parcel acquisitions
5-9	Peter Holmes Farm	3A	Alignment shifted southwest	No change in parcel acquisitions
5-10	T.L. Bain	4A	Alignment shifted east	No change in parcel acquisitions
5-11	Pulley Farm/Cedar Lawn Farm	1A	Alignment shifted north	No change in parcel acquisitions
5-12	Helen Johnson Hobbs House/Store	2A	Alignment shifted south	No change in parcel acquisitions
		4A		
		5A		
5-13	Town of Windsor Historic District	4A	Bypass to the north	± 31 less parcel acquisitions due to bypassing the Town of Windsor
5-13	Alexander	4A	Alignment shifted north	± 31 less parcel acquisitions due to

Figure	Resource	Avoidance Alternative(s)	Principle Design Corridor Change(s)	Net Change in Right-of-Way Impacts
	Ashburn House			bypassing the Town of Windsor
5-13	Centennial Park	4A	Alignment shifted north	± 31 less parcel acquisitions due to bypassing the Town of Windsor
5-13	Windsor High School	3A	Alignment shifted north	± 31 less parcel acquisitions due to bypassing the Town of Windsor
		4A		
		5A		
5-13, 5-14	Henry Saunders House	4A	Alignment shifted north	± 31 less parcel acquisitions due to bypassing the Town of Windsor
5-15	Langford Farm	2A	Alignment shifted north	One additional parcel acquisition
		4A		
5-15	Rountree Farm	2A	Alignment shifted north	One less parcel acquisition
		4A		
5-15	Pruden Farm	2A	Alignment shifted north	No change in parcel acquisition
		4A		
5-15	King's Fork Athletic Complex	2A	Alignment shifted north and south	No change in parcel acquisition
		4A		

### 5.1.2 Other Alternatives from the SEIS

The following alternatives were considered in the SEIS but were eliminated from further consideration because they did not meet design standards and/or were not considered reasonable (i.e. did not address the primary components of the Purpose and Need):

#### *Improve Existing Route 460 with a Two-way Left Turn Lane*

Alternatives C1 and C2 consists of constructing a five lane, rural principal arterial with a center bi-directional turn lane (two-way left turn lane – “TWLTL”) or a combination of raised and flush medians. These alternatives also include constructing six (6) bypasses consisting of four (4) lanes divided by a depressed median around the towns of Disputanta, Waverly, Wakefield, Ivor, Zuni and Windsor. Alternative C1 was not a tolled facility whereas C2 consisted of tolling only the six (6) bypasses. Alternative C1 was introduced in the 2005 DEIS with the intention that the bi-directional turn lane be applied at specific locations along the corridor.

The appropriate use of the five lane TWLTL roadway section, according to the AASHTO “A Policy on Geometric Design of Highways and Bridges 2001” (Chapters 4 and 7), is along arterials passing through developed areas having numerous cross streets and driveways and where it is impracticable to limit left turns, and where low volume of traffic is present and the speeds are lower (25-45 MPH). It is presumed that this section is proposed to be applied at some level along the existing alignment in between the bypasses. Since the DEIS was prepared in 2005, AASHTO has provided further guidance in “A Policy on Geometric Design of Highways and Bridges 2011” (Chapters 4, 7 and 9) that states this application is not within standards. As such, the application of the five lane TWLTL section is appropriate only in the towns where the posted speed along Route 460 reduces as a result of closely spaced, low-volume commercial entrances. Since both C1 and C2 do not apply this typical section in areas such as those described above, these alternatives have been determined to be non-compliant with the above federal



standards. This non-compliance has a direct relationship to the safety and travel time objectives outlined in the Purpose and Need.

#### Transportation System Management (TSM) Improvements

Transportation System Management (TSM) improvements are low cost system enhancements that improve the efficiency of the existing transportation system. A TSM alternative could include improvements such as high-occupancy vehicle lanes, ridesharing and signal synchronization. TSM could also include strategies to add capacity and improve operational deficiencies of the existing transportation system, including: (1) intelligent transportation systems, (2) travel demand management, (3) access management, and (4) minor geometric improvements.

TSM enhancements identified for this project include the following:

- Add turning lanes at the intersection of Route 625
- Add turning lanes at the intersection of Route 601 to the north and Rt. 624 to the south
- Add right and left turn lanes to the intersection of Route 460 and Route 635
- Add advance warning lights and/or rumble strips for stop light at the intersection of Route 460 and Route 616
- Realign Route 460 and Route 618 intersection, with new right- and left-turn lanes
- Install rumble strips along the existing Route 460 centerline

These collective improvements provide only modest improvements to safety and roadway deficiencies and do not fully meet the Purpose and Need. Therefore, this alternative has been eliminated from further consideration.

## **5.2 SUMMARY OF AVOIDANCE ANALYSIS**

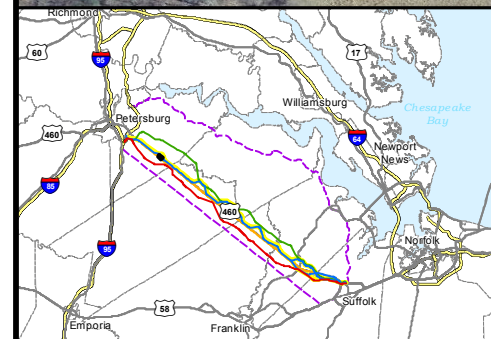
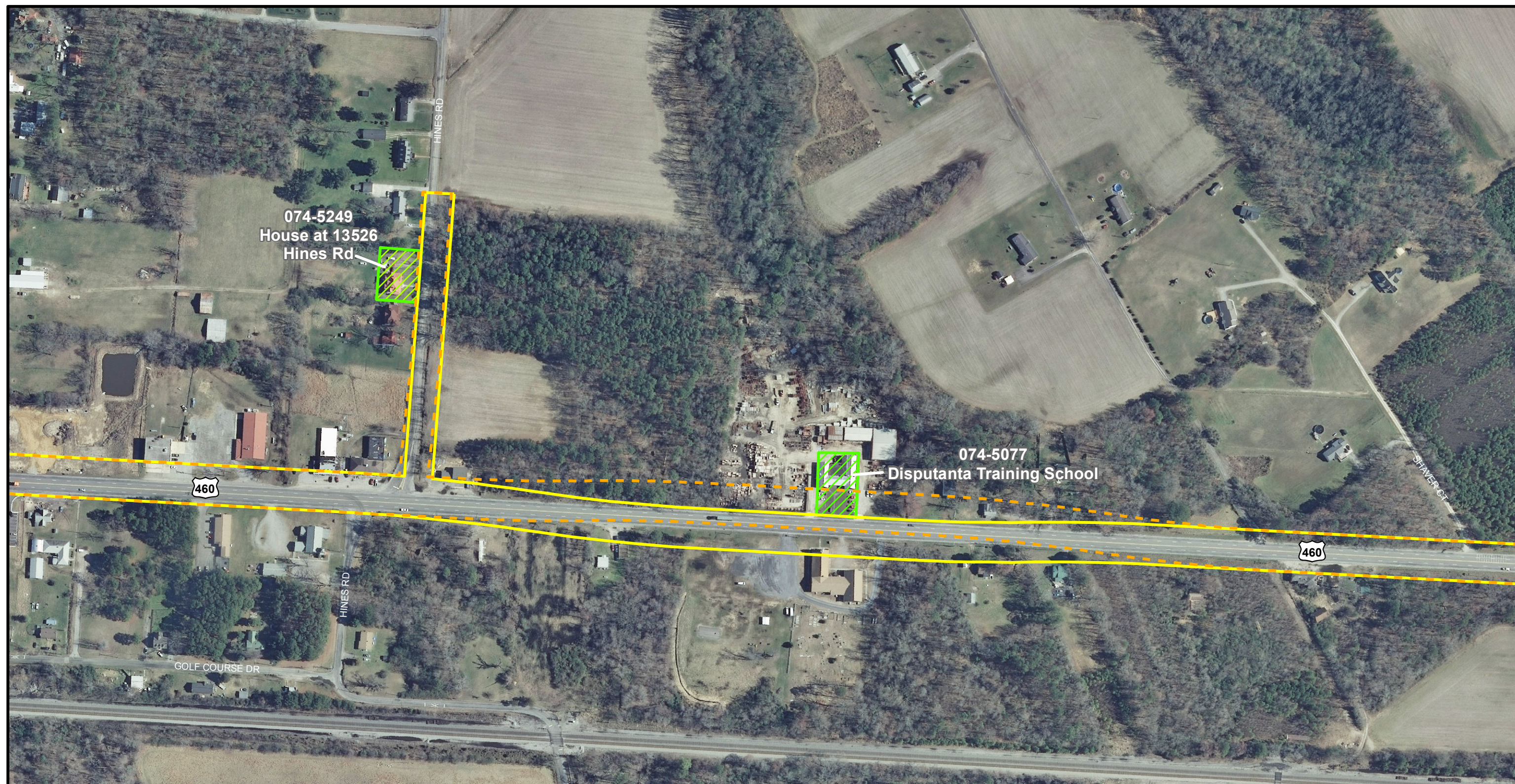
As demonstrated above, and as shown in **Figures 5-2 through 5-15**, Alternatives 1A, 2A, 3A, 4A, and 5A are feasible and prudent alternatives that avoid the use of all Section 4(f) properties while meeting the stated Purpose and Need for the project. Since options currently exist that provide for total avoidance of Section 4(f) properties an analysis of least overall harm and all possible planning to minimize harm is currently unnecessary. However, for some resources, it may still be desirable to pursue a *de minimis* use of those resources instead of avoidance based on the specific site conditions and other resources that may be present.

If circumstances change and the avoidance alternatives discussed above are determined to not be feasible and prudent, then the Final Section 4(f) Evaluation would include discussion of “least overall harm” and “all possible planning to minimize harm” as defined in 23 CFR 774.17 in order to select the alternative that causes the least overall harm. There are three factors that need to be considered with the current circumstances:

1. The avoidance alternatives discussed above could potentially be found to not be prudent and feasible when weighed against other laws that afford specific resources protections, such as Section 404 of the Clean Water Act. In the case of Section 404 and wetland impacts, FHWA and the USACE will make a determination on how to best balance the protection of these resources when weighed against the needs of the project and the legal standards that these laws establish.

2. Public comment on the SEIS might identify issues associated with an avoidance alternative that were not considered when this Section 4(f) Evaluation was developed, rendering them not prudent and feasible.
3. It is equally important to note that as the project progresses and public comment is received on the SEIS, the alternatives under consideration may be combined into hybrid alternatives that may require further analysis and consideration.





- Design Corridor - Alternative 4
- Design Corridor - Alternative 4A
- ▨ Parcel Boundary



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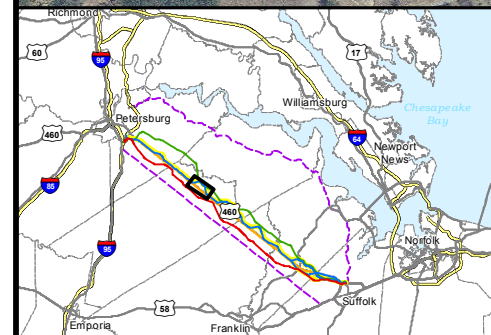
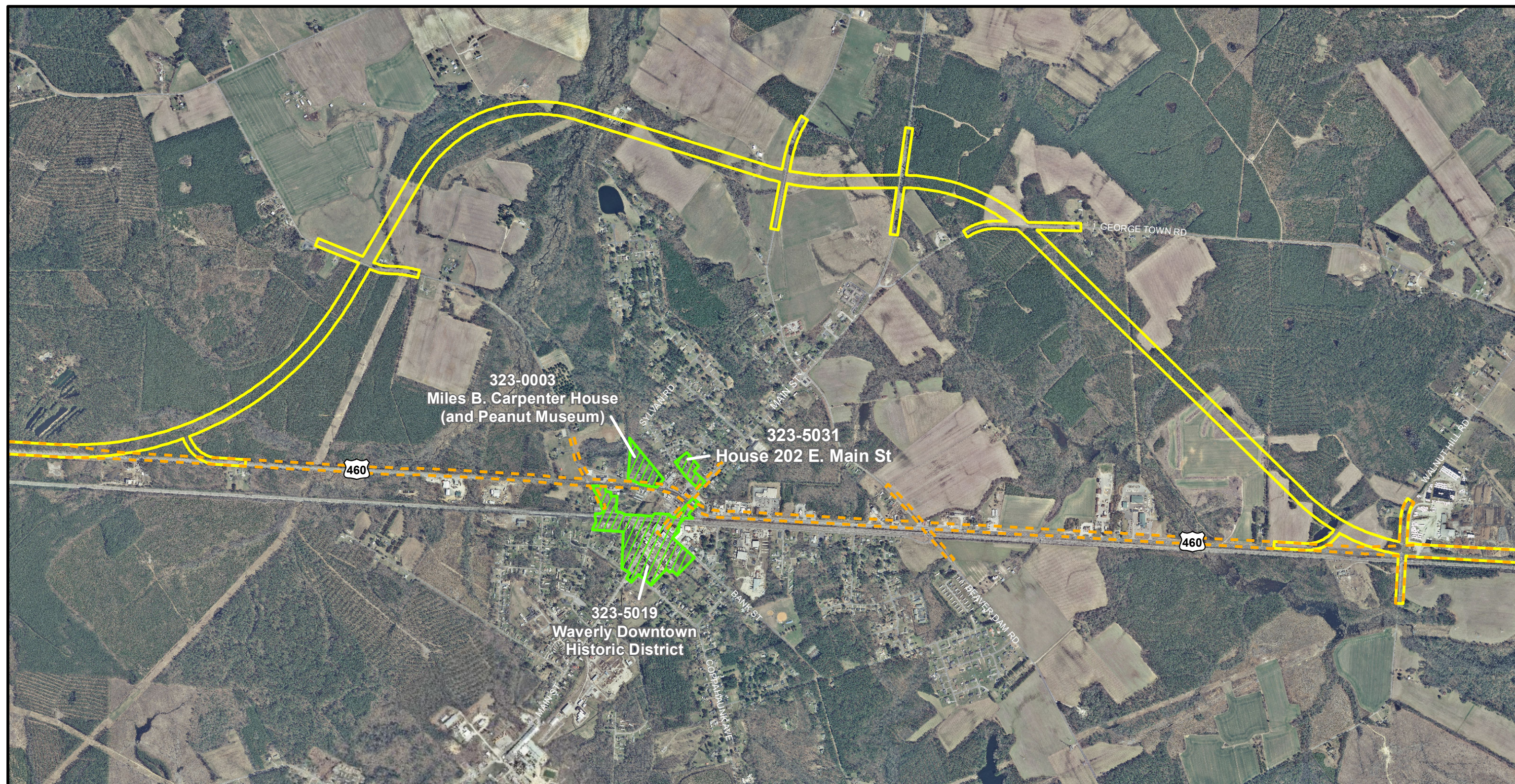


**Figure 5-2: Disputanta Training School,  
 House at 13526 Hines Rd  
 Avoidance Alternative**

US 460 Location Study  
 Supplemental Environmental Impact Statement

Source: Virginia Department of Transportation





- Design Corridor - Alternative 4
- Design Corridor - Alternative 4A
- ▨ Parcel Boundary



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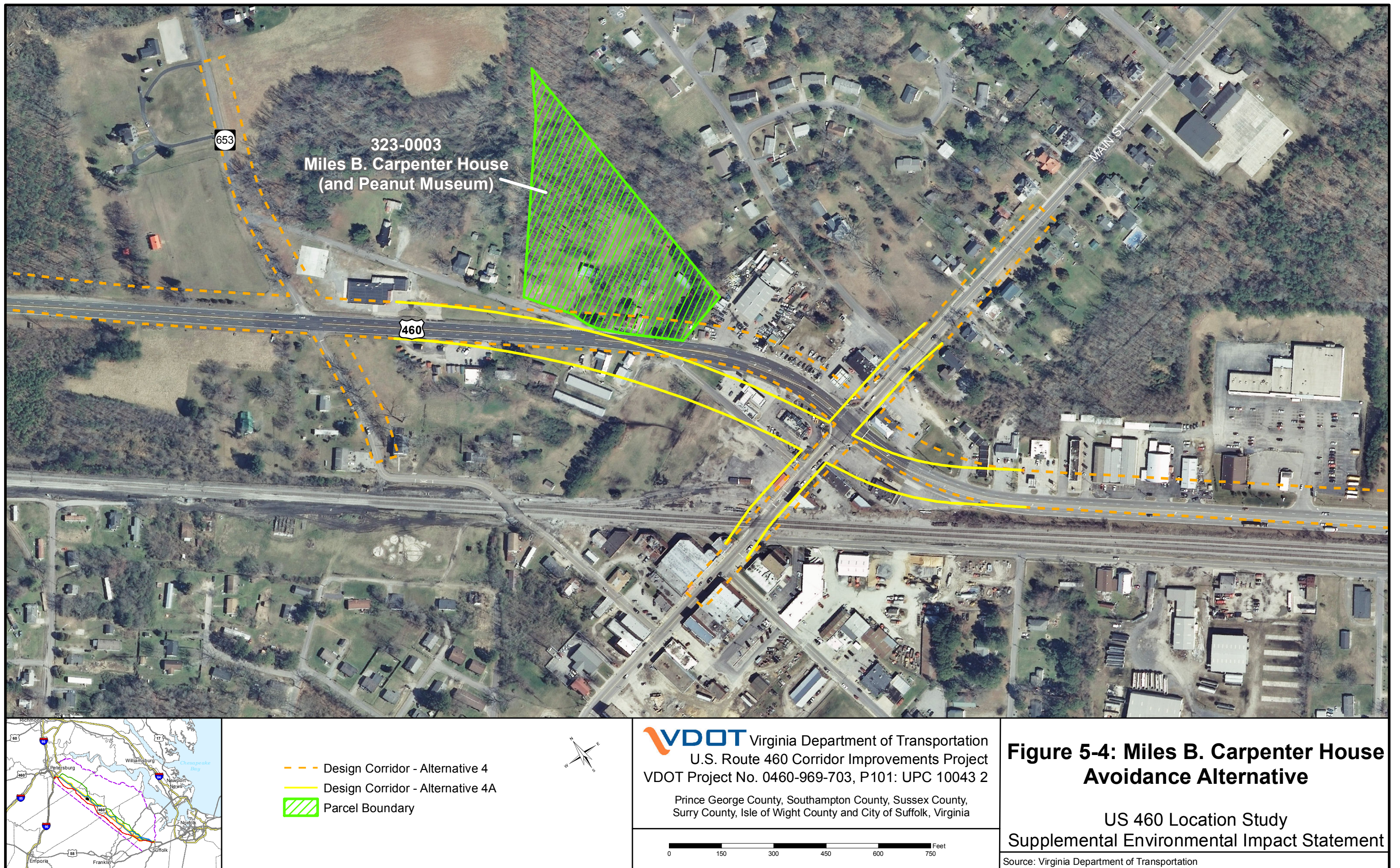


## Figure 5-3: Town of Waverly Avoidance Alternative

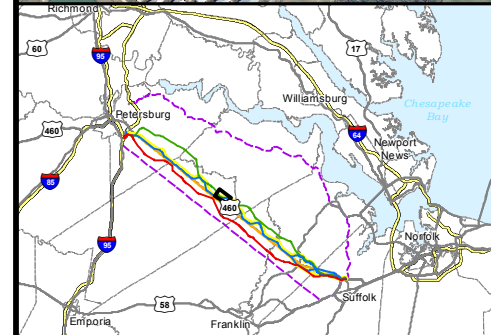
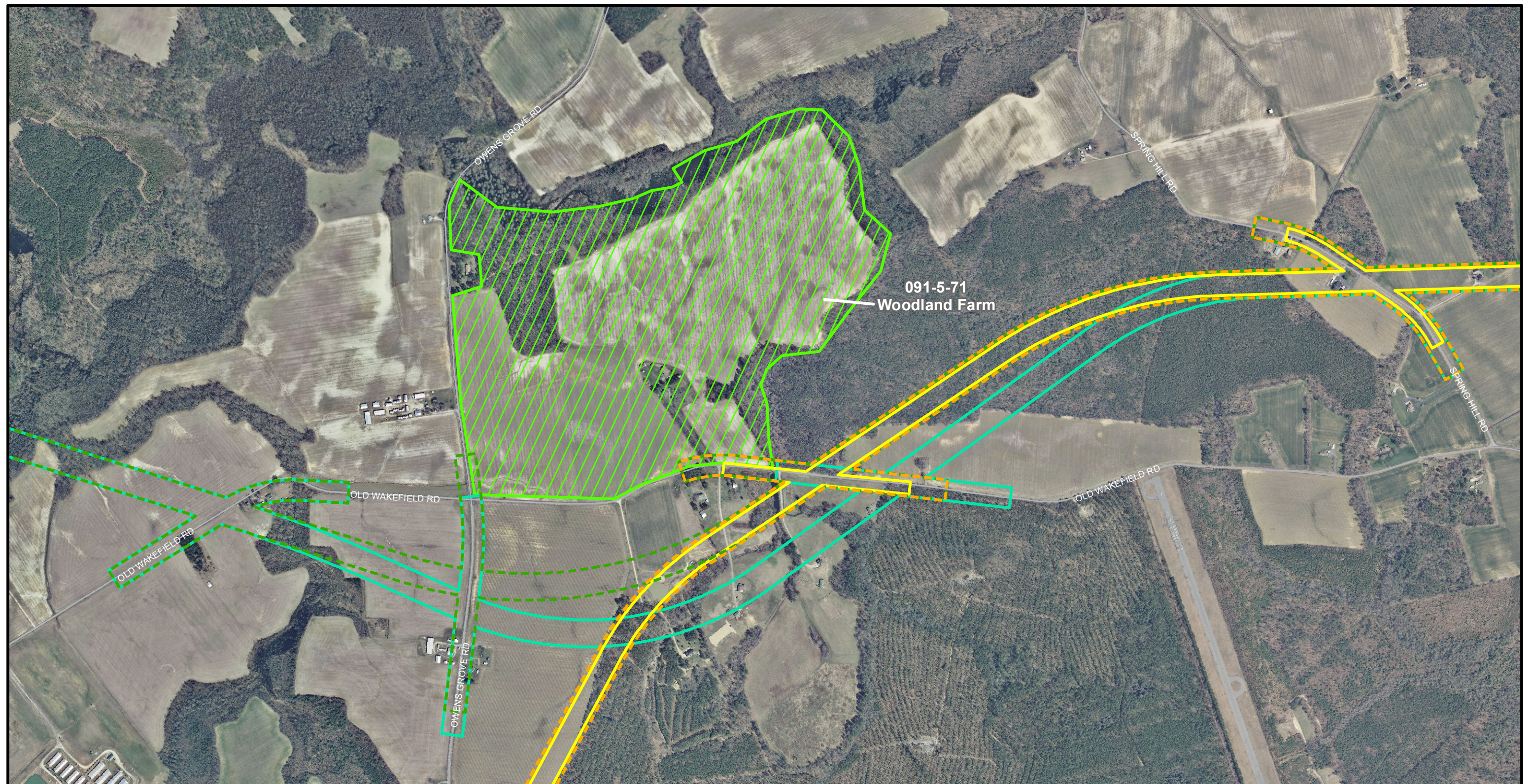
US 460 Location Study  
 Supplemental Environmental Impact Statement

Source: Virginia Department of Transportation









- Design Corridor - Alternative 2 & 5
- Design Corridor - Alternative 3
- Design Corridor - Alternative 2A, 4A, 5A
- Avoidance Alternative Corridor 3A
- ▨ Parcel Boundary



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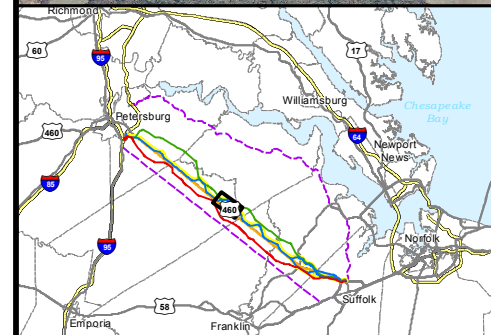
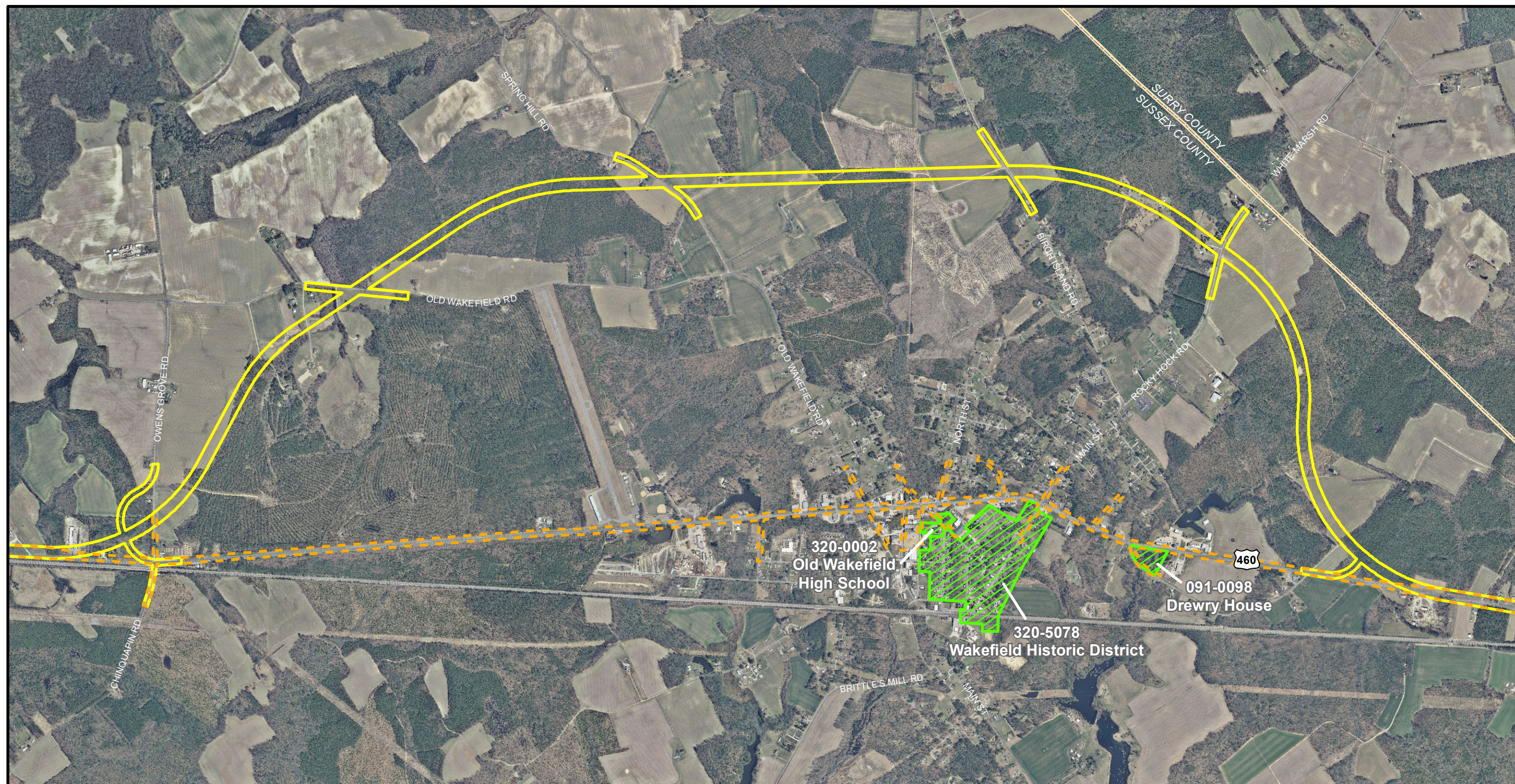


## Figure 5-5: Woodland Farm Avoidance Alternatives

US 460 Location Study  
 Supplemental Environmental Impact Statement

Source: Virginia Department of Transportation





- Design Corridor - Alternative 4
- Design Corridor - Alternative 4A
- ▨ Parcel Boundary
- County Boundary



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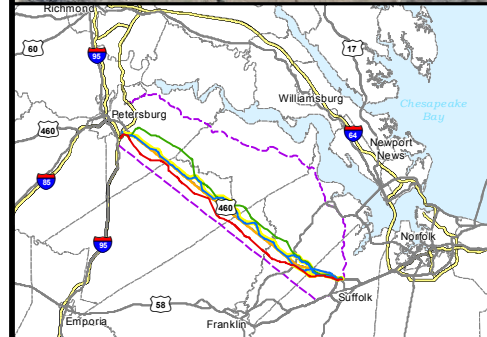


## Figure 5-6: Town of Wakefield Avoidance Alternative

US 460 Location Study  
 Supplemental Environmental Impact Statement

Source: Virginia Department of Transportation



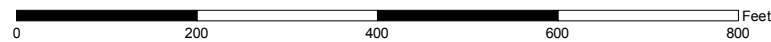


- Design Corridor - Alternative 4
- Design Corridor - Alternative 4A
- ▨ Parcel Boundary



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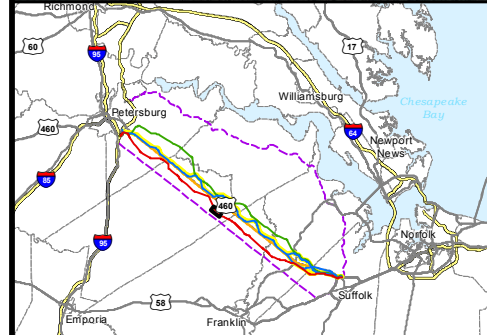
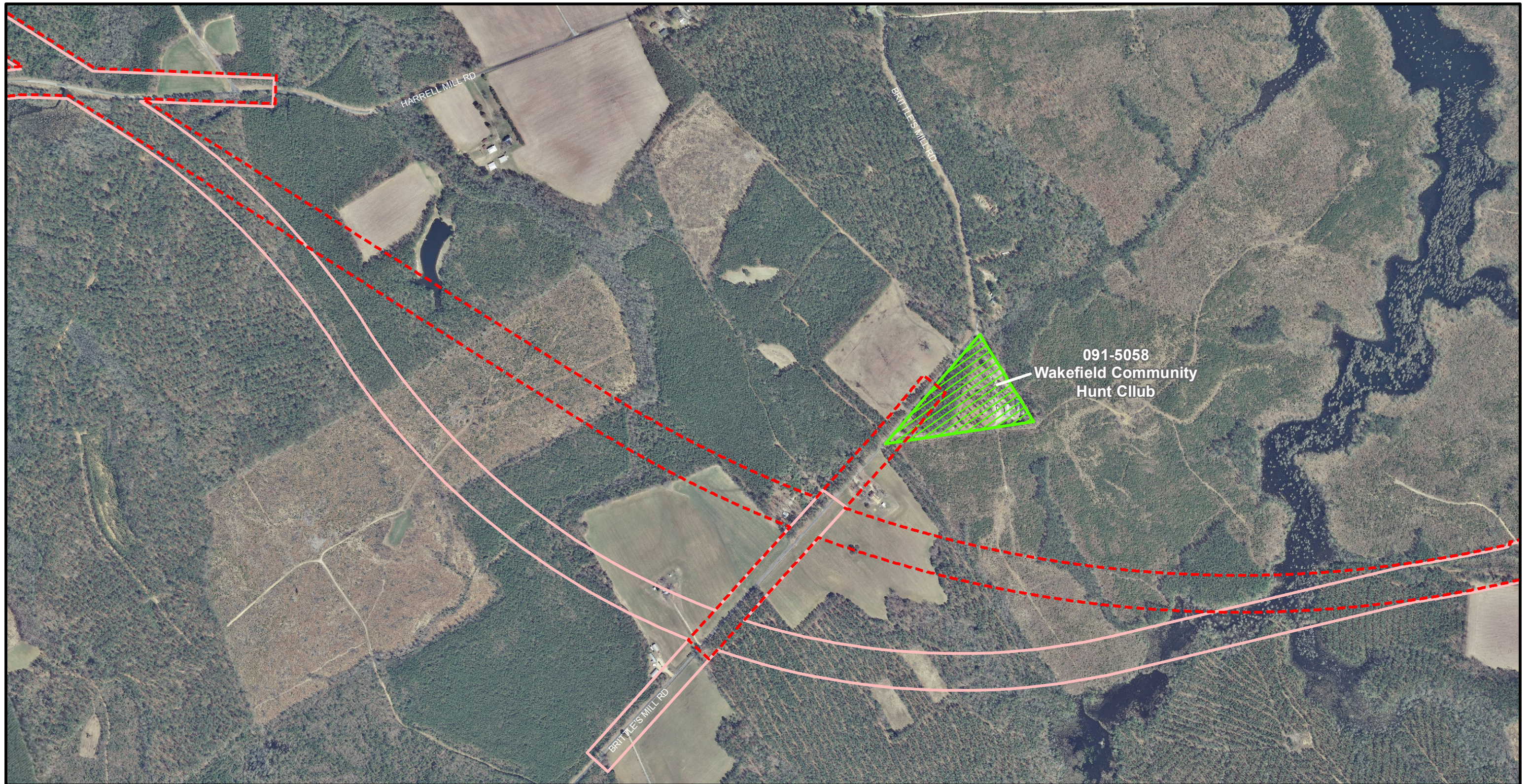


## Figure 5-7: Drewry House Avoidance Alternative

US 460 Location Study  
 Supplemental Environmental Impact Statement

Source: Virginia Department of Transportation





- - - Design Corridor - Alternative 1
- Design Corridor - Alternative 1A
- ▨ Parcel Boundary



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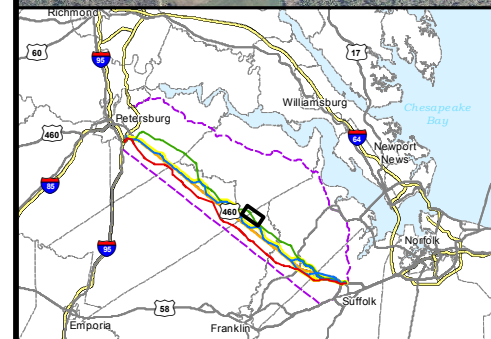
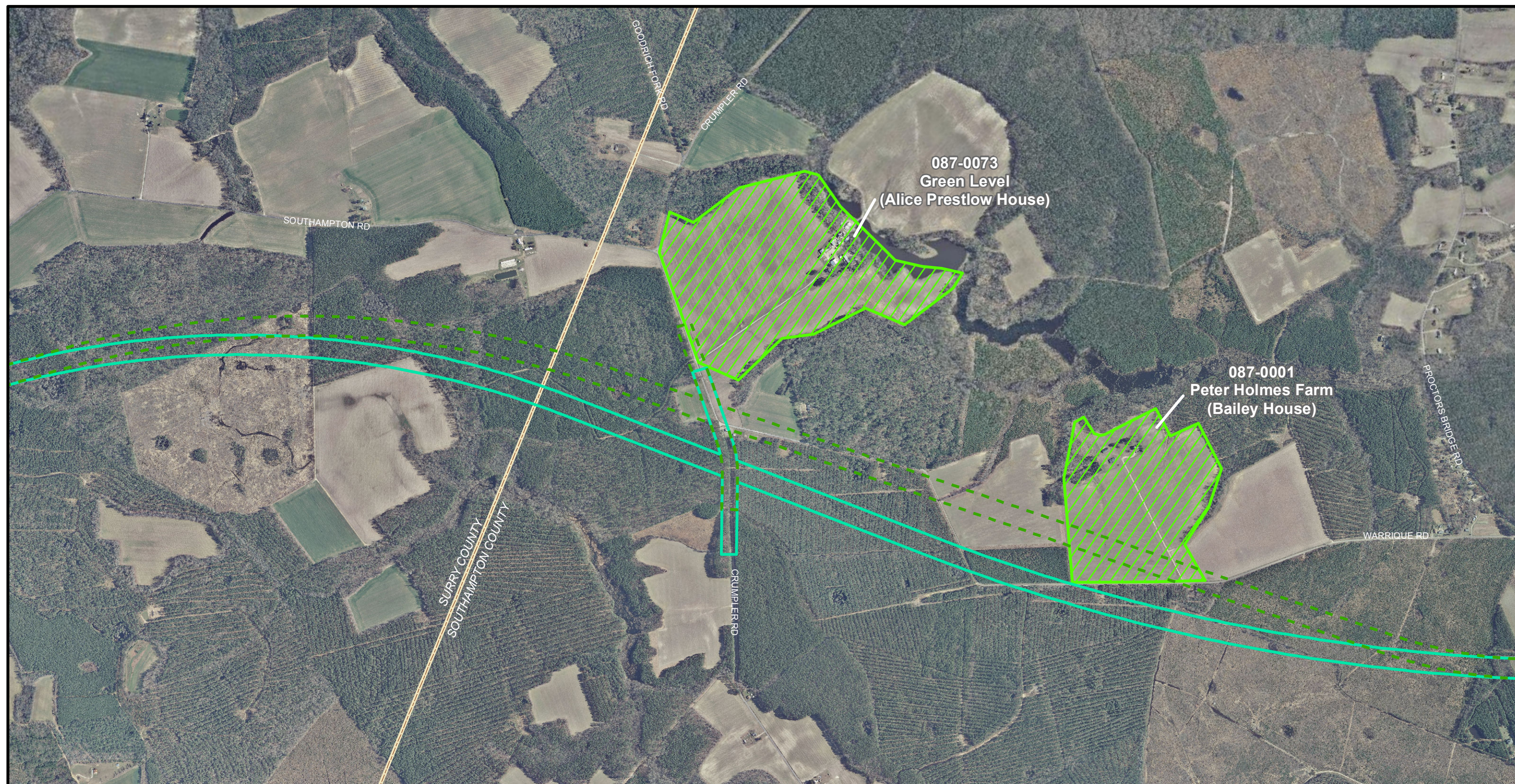


## Figure 5-8: Wakefield Community Hunt Club Avoidance Alternative

US 460 Location Study  
 Supplemental Environmental Impact Statement

Source: Virginia Department of Transportation



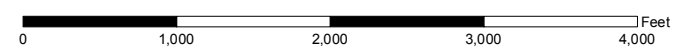


- Design Corridor - Alternative 3
- Design Corridor - Alternative 3A
- Parcel Boundary
- County Boundary



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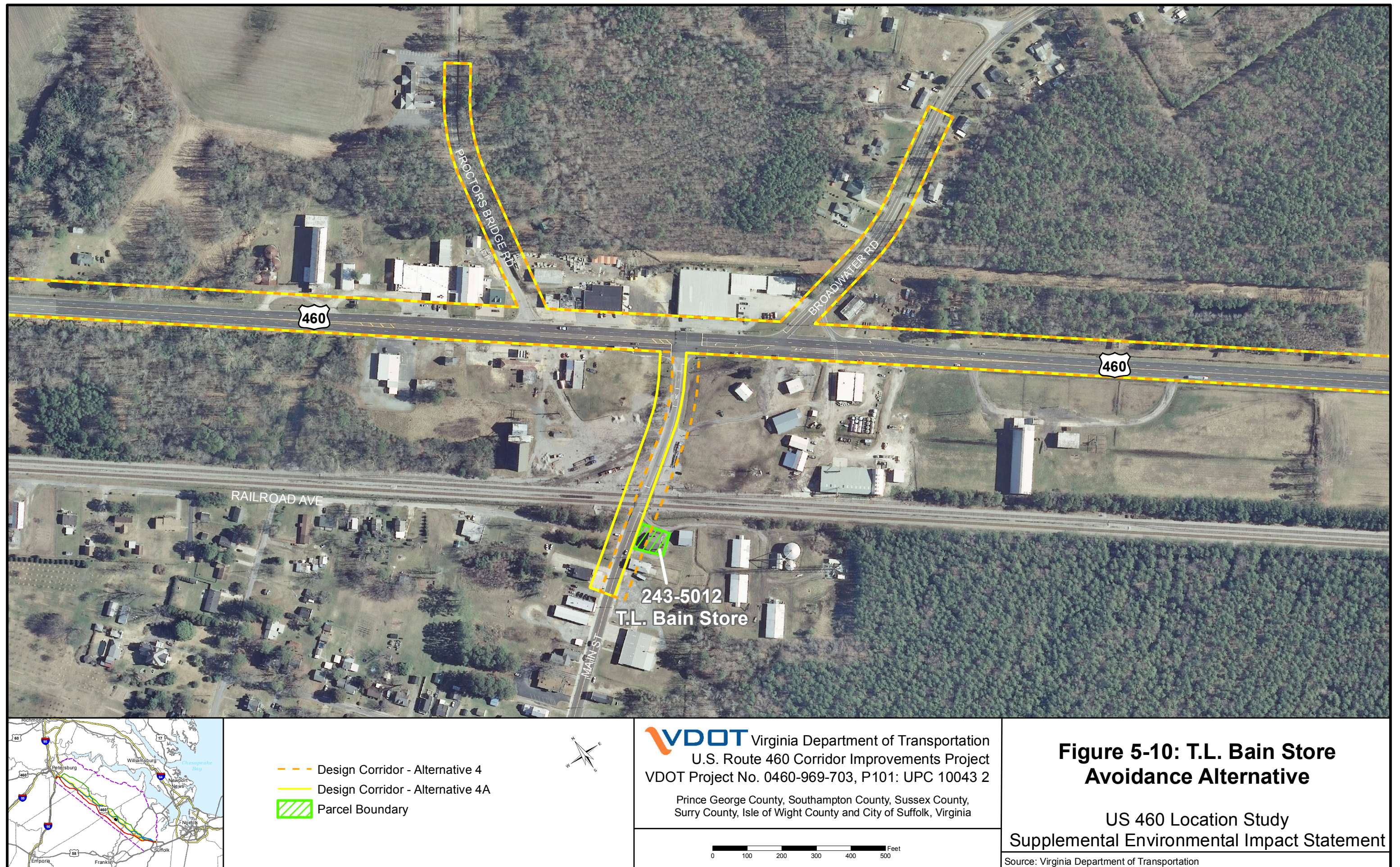


## Figure 5-9: Peter Holmes Farm and Green Level/Alice Prestlow House Avoidance Alternative

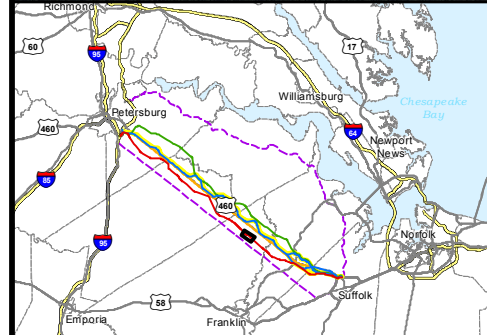
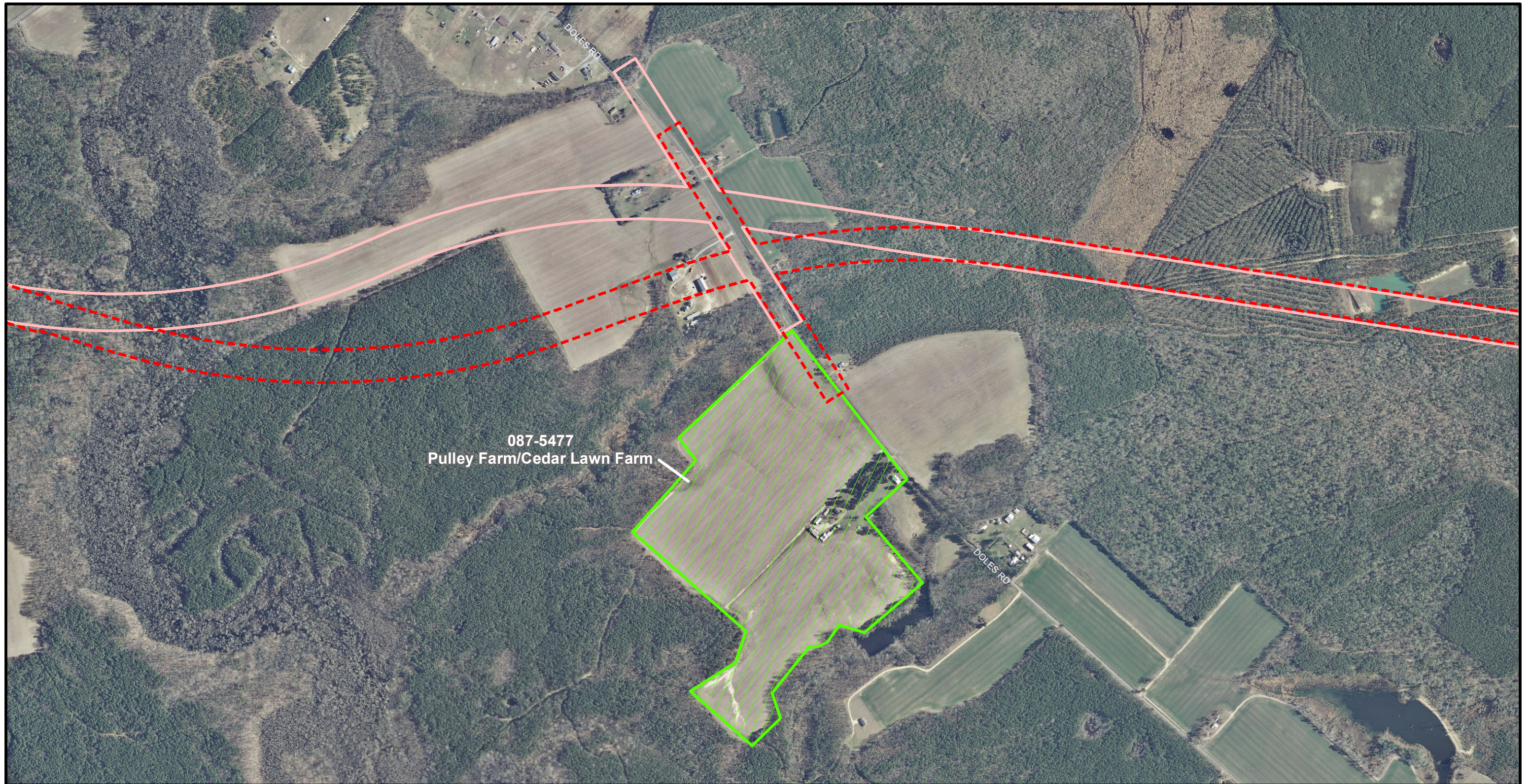
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Source: Virginia Department of Transportation









- - - Design Corridor - Alternative 1
- Design Corridor - Alternative 1A
- Parcel Boundary



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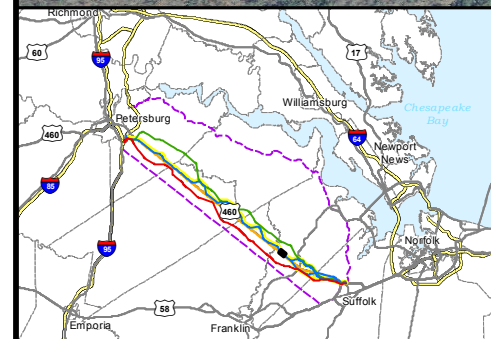


## Figure 5-11: Pulley Farm/ Cedar Lawn Farm Avoidance Alternative

US 460 Location Study  
 Supplemental Environmental Impact Statement

Source: Virginia Department of Transportation





- Design Corridor - Alternative 2 & 4
- Design Corridor - Alternative 5
- Design Corridor - Alternative 2A, 4A, 5A
- ▨ Parcel Boundary

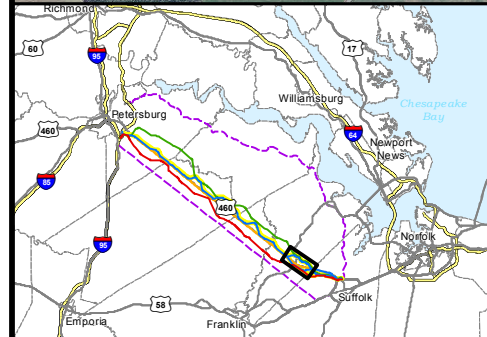
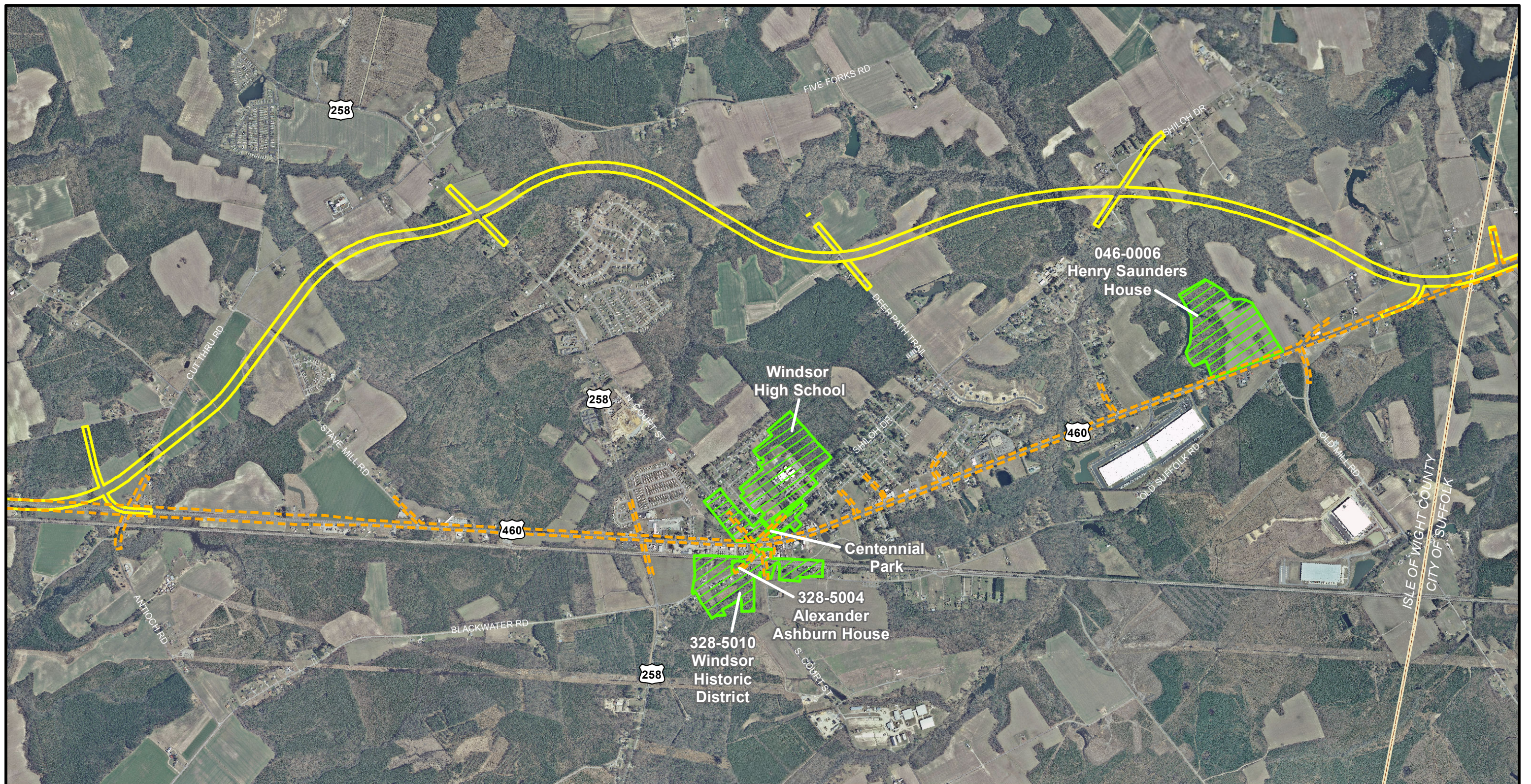


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**Figure 5-12:**  
**Helen Johnson Hobbs Store**  
**Avoidance Alternatives**  
 US 460 Location Study  
 Supplemental Environmental Impact Statement  
 Source: Virginia Department of Transportation





- Design Corridor - Alternative 4
- Design Corridor - Alternative 4A
- ▨ Parcel Boundary
- County Boundary



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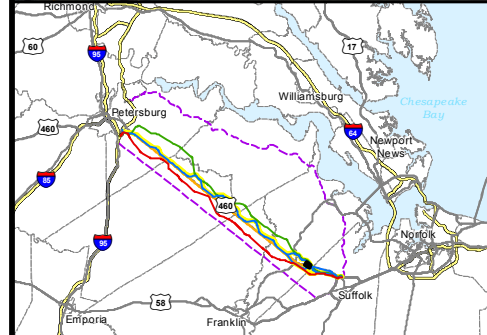


## Figure 5-13: Town of Windsor Avoidance Alternative

US 460 Location Study  
 Supplemental Environmental Impact Statement

Source: Virginia Department of Transportation





- Design Corridor - Alternative 4
- Design Corridor - Alternative 4A
- ▨ Parcel Boundary



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## Figure 5-14: Henry Saunders House Avoidance Alternative

US 460 Location Study  
 Supplemental Environmental Impact Statement

Source: Virginia Department of Transportation



